Public Document Pack

GMSF

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Report to CABINET / COUNCIL

GMSF: Publication Draft 2020

Portfolio Holder:
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Leadership: 2 November 2020
O&S: 5 November 2020
Cabinet: 9 November 2020
Council: 25 November 2020

Reason for Decision

The purpose of this report is to approve the Greater Manchester Spatial Framework for publication and submission to the Secretary of State for Housing, Communities and Local Government.

AGMA Executive Board on 30 October 2020 resolved to note the GMSF: Publication Draft 2020 and supporting background documents and recommended the documents to the districts with the intention that the districts approve:

a) Publication of the GMSF: Publication Draft 2020 pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for representations between 1 December 2020 and 26 January 2021; and

b) Submission of the GMSF: Publication Draft 2020 to the Secretary of State for examination following the period for representations.

Executive Summary

The purpose of this report is to approve the Greater Manchester Spatial Framework for

publication and submission to the Secretary of State for Housing, Communities and Local Government, following the resolution made by AGMA Executive Board on 30th October 2020.

Following approval by the ten districts, consultation on the Publication Draft 2020 will commence 1st December 2020 to 26th January 2021.

When it is adopted the GMSF will become part of Oldham's development plan. It will replace parts of Oldham's Core Strategy and change the Proposals Map. A list of Core Strategy policies that would be replaced is contained in Appendix 1.

The GMSF: Publication Draft 2020 and supporting documents can be found at https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/. The full AGMA Executive Board Report, which includes a list of the supporting documents available, can be found at Appendix 2 to this report.

The report summarises the main components of the GMSF: Publication Draft 2020 and what it means for Oldham. It also sets out the implications for the review of Oldham's Local Plan.

Recommendations

It is recommended that Cabinet:

1. Approves the GMSF: Publication Draft 2020, including strategic site allocations and green belt boundary amendments, and reference to the potential use of compulsory purchase powers to assist with site assembly, and the supporting background documents, for publication pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for a period for representations between 1 December 2020 and 26 January 2021;

2. Recommends that Council approves the GMSF: Publication Draft 2020 for submission to the Secretary of State for examination following the period for representations;

3. Delegates to Director of Economy authority to approve the relevant Statement of Common Ground(s) required pursuant to the National Planning Policy Framework 2019;

4. Delegates authority to the Greater Manchester Lead Chief Executive, Housing, Homelessness and Infrastructure, in consultation with Salford City Mayor, Paul Dennett the Portfolio Leader for Housing, Homelessness and Infrastructure to make minor or non-material amendments to the GMSF: Publication Draft 2020 and background documents prior to their publication.

It is recommended that Council:

1. [Subject to Cabinet / Executive approving the GMSF: Publication Draft 2020 and supporting background documents for publication] agrees that the GMSF: Publication Draft 2020 and supporting background documents be submitted to the Secretary of State for examination pursuant to Regulation 19 of the Town and

Country Planning (Local Planning) (England) Regulations 2012 following the period for representations between 1st December 2020 and 26 January 2021; and

2. Delegates authority to the Greater Manchester Lead Chief Executive, Housing, Homelessness and Infrastructure, in consultation with Salford City Mayor, Paul Dennett, the Portfolio Leader for Housing, Homelessness and Infrastructure to approve any minor or non-material changes to the GMSF: Publication Draft 2020 and background documents following the period for representations and prior to their submission to the Secretary of State for examination.

Leadership	2nd November 2020
Overview & Scrutiny	5 November 2020
Cabinet	9 November 2020
Council	25 November 2020

GMSF Publication Draft 2020

1 Background

Introduction

1.1 The ten Greater Manchester local planning authorities are jointly preparing the Greater Manchester Spatial Framework (GMSF).

1.2 When it is adopted the GMSF will become part of Oldham's Local Plan which currently consists of three elements:

- Oldham's Joint Core Strategy and Development Management Policies Development Plan Document (Core Strategy)
- The Greater Manchester Minerals Plan
- The Greater Manchester Waste Plan.

1.3 Once adopted the GMSF will replace parts of Oldham's Core Strategy and change the Proposals Map. A list of Core Strategy policies that would be replaced is contained in Appendix 1. The Proposals Map would be changed through the addition of allocations for housing and employment development, and changes to Green Belt boundaries, as set out in this report.

1.4 The report concerns the publication and submission of the GMSF. Cabinet has the power to approve publication, but submission must be approved by a meeting of the council. Publication is the stage at which representations are invited on the content of the GMSF. Following the representation period, the ten councils would submit the GMSF to the Secretary of State for examination. The processes are set out more fully below.

GMSF Process

1.5 In November 2014, Association of Greater Manchester Authorities (AGMA) Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document ("Joint DPD"), called the Greater Manchester Spatial Framework ("GMSF"). Further, the recommendation was that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.

1.6 Over the course of 2014/15, the 10 authorities secured the approvals required to enable the GMSF to be prepared and for that preparation to be carried out by AGMA on their behalf. In Oldham this was in February 2015, after which the following stages have been carried out:

- Consultation on the Draft Plan 2016 (31st October 2016 to 16th January 2017) with over 27,000 responses received; and
- Consultation on the Draft Plan 2019 (January 2019 to March 2019) with over 17,000 responses received.

1.7 Since the consultation closed in 2019 work has been undertaken to analyse the responses (a consultation report was published in October 2019), finalise the evidence base and prepare a further version of the plan.

1.8 A Consultation Final Report accompanies the GMSF: Publication Draft 2020 which outlines how these issues have been considered and how the plan has been changed as a result of comments made, or why some comments have not resulted in changes.

1.9 Progress on the GMSF has been delayed due to the Covid 19 pandemic, however AGMA Executive Board in September 2020 agreed that:

1. The GMSF would be progressed as a Joint Development Plan Document of the 10 authorities;
2. The next version of the plan would be the Publication Plan; and
3. Consultation on the Publication Plan would take place in November/December 2020.

1.10 The 'Publication stage' is a formal consultation on the draft joint DPD pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 ("the Regulations). It is a statutory stage that provides an opportunity for organisations and individuals to submit their final views on the content of the plan. The decision to 'Publish' the draft joint DPD is an Executive decision for the GM local authorities.

1.11 Following consultation on the Publication Plan, the draft joint DPD and the representations made at the Publication stage are sent to the Secretary of State – this is called the 'Submission stage' under Regulation 22 of the Local Planning Regulations. Submission requires approval of each of the 10 Full Councils of the GM local authorities. Upon completion of the consultation on the Publication draft in January 2021, a post-consultation report will be prepared and then the plan will be submitted to the Secretary of State for Examination in mid- 2021. Whilst anyone can make a representation on any point, only those pertaining to the 4 tests of soundness will be taken into account by the Inspector(s). If major new issues arise at the Publication consultation stage, there would need to be further consultation.

1.12 An Examination in Public takes place at which a Planning Inspector will consider the joint DPD and representations made in respect of it and determine whether the joint DPD is capable of being adopted, either with or without amendments.

1.13 Assuming that the document is capable of adoption, whether with or without amendments, the ultimate decision to adopt must be taken by each of the 10 Full Councils.

1.14 In line with the requirements set out above AGMA Executive Board on 30 October 2020 recommended the GMSF: Publication Draft 2020 to the districts with the

intention that the districts approve a) Publication[1] of the GMSF: Publication Draft 2020 and b) Submission of the GMSF: Publication Draft 202 to the Secretary of State for examination following the period for representations. The AGMA Executive Board Report can be found at Appendix 2 along with details of support background papers and where these can be viewed.

1.15 The GMSF links to Oldham's Corporate Plan and Priorities in a variety of ways. In particular, it supports 'An Inclusive Economy' through its spatial strategy of boosting the competitiveness of the northern districts, helping to attract investment and encouraging business and enterprise to thrive. Focus on the regeneration of town centres and maximising the use of brownfield land also supports delivery of key regeneration projects and transformational opportunities, including Creating a Better Place.

2 Current Position

GMSF 2020 Publication Plan

2.1 The GMSF 2020 is Greater Manchester's plan to manage growth so that Greater Manchester is a better place to live, work and visit. It will:

- set out how Greater Manchester should develop up to the year 2037;
- identify the amount of new development that will come forward across the 10 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- identify the important environmental assets across the conurbation which will be protected and enhanced;
- allocate sites for employment and housing outside of the urban area;
- support the delivery of key infrastructure, such as transport and utilities; and
- define a new Green Belt boundary for Greater Manchester.

2.2 The GMSF 2020 spatial strategy seeks to deliver sustainable, inclusive growth. It has three spatial elements, which are:

1. significant growth in jobs and housing at the core;
2. sustaining the competitiveness of the southern districts; and, most importantly for Oldham,
3. boosting the competitiveness of the northern districts through the provision of significant new employment opportunities and a commitment that collectively the northern districts meet their own local housing need.

2.3 In general, the overall approach of the plan - to concentrate development in the most sustainable locations, increase density of development, move to carbon neutral living, make an explicit commitment to more affordable housing, provide stronger protection for valuable green spaces - was supported and has been carried forward into GMSF 2020.

[1] Pursuant to Regulation 19 of the Regulations for representations between 1st December 2020 and 26 January 2021

2.4 The GMSF 2020 and supporting documents can be found at https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/. This website will be updated following the district approval process and the consultation portal (GMConsult.org) will become live at the start of the formal consultation on 1 December 2020.

2.5 The full AGMA Executive Board Report can be found at Appendix 2 to this report. The GMSF: Publication Draft 2020, GMSF Integrated Appraisal Report and the GMSF Statement of Consultation (October 2020) can be found at appendices 3 to 5.

What the GMSF Publication Plan means for Oldham

A Prosperous GM

2.6 With regards to the economy, the GMSF supports high levels of economic growth across Greater Manchester and seeks to put in place the measures that will enable such growth to continue in the even longer-term. The GMSF proposes at least 2,460,000sqm of new office floorspace and at least 4,220,000sqm of industrial and warehousing floorspace across Greater Manchester over the plan period.

2.7 In Oldham the GMSF identifies:

- 70,826sqm office employment floorspace from 2020-2037, made up of sites within the borough's existing employment land supply; and

- 273,241sqm industry and warehousing employment floorspace from 2020-2037, made up of 131,521sqm within the borough's existing employment land supply and 141,720sqm as part of the proposed strategic allocations at Stakehill and Broadbent Moss (see Table 1 below).

Homes for GM

2.8 With regards to homes, applying government's current standard methodology the GMSF identifies a housing requirement of 10,534 homes a year across Greater Manchester, equating to a minimum of 179,078 homes over the plan period (2020-2307).

2.9 In Oldham, the GMSF identifies an average housing requirement of 695 homes a year or 11,817 homes from 2020 to 2037, proposing a three stepped requirement of:

- 330 homes a year from 2020 to 2035;
- 695 homes a year from 2026 to 2030; and
- 956 homes a year from 2031 to 2037.

2.10 The existing housing land supply in Oldham, for 2020-2037, totals 10,955 homes and is made up of:

- 7,712 homes on brownfield sites;
- 1,276 homes on greenfield sites;

- 1,410 homes on mixed (brownfield and greenfield) sites; and
- 557 homes through a small sites allowance.

2.11 The council has sought to increase the land supply within the urban area, particularly on brownfield sites, to minimise the release of Green Belt land across the borough. Since 2019, the existing land supply has increased from 10,357 homes mainly through:

- An increase of 800 homes on brownfield mill sites due to emerging evidence from the draft Mill Strategy;
- An increase of 36 homes in the borough's centres due to emerging evidence from the Retail and Leisure Study;
- An increase of 908 homes within Oldham Town Centre as a result of the updated Oldham Town Centre Framework; and
- New planning permissions granted since previous drafts.

2.12 However, unfortunately this is still insufficient to meet the overall housing requirement for the borough, as set out paragraph 2.9 above. As such, there remains the need to release some land from the Green Belt to meet our housing requirement.

2.13 The allocations in Oldham have the potential to provide a further 2,597 homes over the plan period and together with the existing housing land supply the potential to provide 13,552 homes. The includes a buffer of around 15% to provide flexibility within the supply, recognising that some sites may not come forward.

2.14 Table 1 below sets out the strategic allocations proposed in the GMSF 2020 Publication Plan.

Table 1: Strategic allocations proposed in the GMSF 2020 Publication Plan

Ref No	Name	2019 Draft Plan	Change from 2019 Draft Plan to 2020 Publication Plan	2020 Publication Plan
2019-GM2 2020-GM2	**Stakehill (cross-boundary)**	149,000sqm employment floorspace (Oldham portion only)	Employment floorspace has reduced across the whole site to 155,000sqm. This is split 35,00sqm in Rochdale and 120,000sqm in Oldham.	Around 120,000sqm employment land (Oldham portion only)
2019-GM 3 2020-No Ref	**Kingsway South (cross-boundary)**	518 homes / 180,000sqm employment floorspace (Oldham portion only)	Cross-boundary Kingsway South allocation deleted. Proposed as broad location. Site would remain in the Green Belt until it's release was necessarythrough a future review of the GMSF or Local Plan. Now referred to as High Crompton Broad Location.	0

Ref No	Name	2019 Draft Plan	Change from 2019 Draft Plan to 2020 Publication Plan	2020 Publication Plan
2019-GM13 2020-GM18	**Ashton Road Corridor**	264 homes	Land at Bardsley Vale has been deleted. Capacity and boundary increased at land south of Coal Pit Lane to provide 273 homes. This includes an existing saved UDP housing allocation for 18 homes at Danisher Lane which already falls within the existing housing land supply and as such has been removed the capacity set out in the policy. Note: This is now numbered Policy GM Allocation 18. Name has changed to Land south of Coal Pit Lane (Ashton Road). Policy wording is for around 255 homes.	255 homes
2019-GM14 2020-GM12	**Beal Valley**	482 homes	No change Note: This is now numbered Policy GM Allocation 12. Policy wording is for around 480 homes.	482 homes
2019-GM15 2020-GM14	**Broadbent Moss**	878 homes / 21,720sqm employment	No change to overall site capacity: • 1,451 homes; and • 21,720sqm employment floorspace as an extension to Higginshaw Business Employment Area. Amount deliverable plan period has increased from 878 to 950 homes (with 77 homes at Hebron Street discounted as a result of the recent planning permission – total during plan period now is 874). Anticipated that around 500 homes will be delivered post plan period. Note: This is now numbered Policy GM	874 homes / 21,720sqm

Ref No	Name	2019 Draft Plan	Change from 2019 Draft Plan to 2020 Publication Plan	2020 Publication Plan
			Allocation 14. Policy wording is for around 1,450 homes.	
2019-GM16 2020-GM16	**Cowlishaw**	465 homes	No change Note: This is now numbered Policy GM Allocation 16. Policy wording is for around 460 homes.	465 homes
2019-GM17 2020-GM17	**Hanging Chadder**	260 homes	No change Note: This is now number Policy GM Allocation 17. Policy wording is for around 260 homes.	260 homes
2019-GM18 2020-GM15	**Robert Fletchers**	171 homes / around 8,500sqm mixed-use (employment and leisure)	No change to number of homes. 2,500sqm of employment floorspace proposed as an extension to Waterside Mills has been removed due to flood risk evidence. Requirement for a modest expansion of existing holiday lodge facility (of 10 to 15 pods), a boutique hotel and visitor education centre have been removed from the policy wording and reflected in the reasoned justification as a wider aspiration for the site in line with national planning policy on Green Belt. Note: This is now numbered Policy GM Allocation 15. Name has changed to Chew Brook Vale (Robert Fletchers. Policy wording is for around 170 homes.	171 homes / round 6,000sqm mixed-use (commercial, retail and leisure)
2019-GM19 2020-No Ref	**Spinners Way / Alderney Farm**	50 homes	Deleted.	0
2019-GM20 2020-	**South of Rosary Road**	60 homes	No change Note:	60 homes

Ref No	Name	2019 Draft Plan	Change from 2019 Draft Plan to 2020 Publication Plan	2020 Publication Plan
GM19			This is now numbered Policy GM Allocation 19. Policy wording is for around 60 homes.	
2019-GM21 2020-No Ref	**Thornham Old Road**	600 homes	Deleted.	0
2019-GM22 2020-GM13	**Woodhouses**	260 homes	Capacity has been reduced from around 260 homes to 30 around homes. Proposed to remove: • trotting track site; and • land between Farmstead Close, Ashton Road and M60. Land at Bottom Field Farm to be retained with a reduced site boundary and capacity of 30 homes. Note: This is now numbered Policy GM Allocation 13. Name has changed to Bottom Field Farm (Woodhouses). Policy wording is for around 30 homes.	30 homes
Total no. of homes		**4,007**		**2,597**
Total amount of employment floorpsace		**342,386 sqm**		**141,720 sqm**

Other GM Chapters

2.15 The GMSF is not solely concerned with accommodating development and it includes chapters on:

- A Sustainable and Resilient Greater Manchester with policies on sustainable development, carbon and energy, resilience and flood risk;
- A Greener Greater Manchester with policies on the protection and enhancement of the natural environment;
- A Greater Manchester for Everyone with policies on heritage, cultural facilities, our town centres, education and health, sport and recreation; and

- Our Network with policies on digital connectivity, public transport and walking and cycling.

Brownfield Land

2.16 There is a strong focus in the GMSF on directing new development towards sites within the existing urban area, which are often in sustainable locations, close to facilities and served by existing infrastructure. Maximising the use of land in the urban area reduces the need to release greenfield and Green Belt land for development.

2.17 The land supply identified for development in the GMSF is largely within the urban area:

- Offices – 99%
- Industry and Warehousing - 47%
- Housing – 88%

Green Belt

2.18 GMSF: Publication Draft 2020 proposes a limited release of a Green Belt for both housing and employment. The net loss of Green Belt across the whole of Greater Manchester is 1,939 ha. This represents a reduction of over 60% (60.3%) from 2016 GMSF. This has been achieved through:

- Reducing the number of proposed sites (6)
- Reducing the extent of Green Belt release within sites
- Proposing a limited number of Green Belt additions (56 sites)

2.19 The proposals in the GMSF would result in the overall extent of the Greater Manchester Green Belt reducing by 3.1%. The current Greater Manchester Green Belt covers almost 47% of the land area of Greater Manchester, the proposals in GMSF: Publication Draft 2020 would reduce this by around 1.5% meaning that 45% of Greater Manchester land area would be designated Green Belt.

Integrated Assessment

2.20 As part of the development of the GMSF: Publication Draft 2020, an Integrated Assessment (IA) has been undertaken incorporating the requirements of Sustainability Appraisal (SA), Strategic Environmental Assessment (SEA), Equality Impact Assessment (EqIA), and Health Impact Assessment (HIA). The IA has contributed to the development of the GMSF through an iterative assessment, which reviews the draft policies and the discrete site allocations against the IA framework.

Evidence base

2.21 A comprehensive evidence base has been prepared to support the policies and proposals in the GMSF. The AGMA Executive Board Report at Appendix 2 includes a list of the background papers which have informed the GMSF and which will be made available in advance of the formal consultation start on 1st December

2020. This evidence base remains draft until all 10 Councils have approved the GMSF: Publication Draft 2020 for publication, as any potential changes that might be agreed during the approval process may require some changes to the evidence.

2.22 One key supporting document will be a strategic Statement of Common Ground. This will set out the key matters between the ten authorities agreeing on the distribution and quantum of development contained in the Publication Plan. It will also deal with any matters with other organisations that require to be agreed to enable the Publication Plan to be submitted next year. There may be a need for additional Statements of Common Ground to deal with specific matters linked to the proposed site allocations and these will be the responsibility of the relevant local authority to draw up if required.

Minor amendments to the GMSF ahead of publication

2.23 Recommendation 4 for Cabinet delegates authority to the Greater Manchester Lead Chief Executive, Housing, Homelessness and Infrastructure, in consultation with Salford City Mayor, Paul Dennett, Portfolio Leader for Housing, Homelessness and Infrastructure to make minor or non-material amendments to the GMSF: Publication Draft 2020 and background documents prior to their publication.

2.24 A full list of these minor changes will be made available at the time of consultation but for information and to note, they currently include the following for Oldham:

- The addition of a new paragraph (to Policy GM Allocation 15) after 11.171 to clarify that whilst included in the allocation Waterside Mill Saddleworth Employment Area (SEA 5) will be retained for employment uses in line with local planning policy;
- Minor corrections to the Green Belt boundary including adjacent to the strategic allocations at Beal Valley and Broadbent Moss;
- Corrections to mapping in a number of the Oldham Locality Assessments; and
- Amendment to the Statement of Consultation to correct a drafting error regarding Spinners Way / Alderney Farm.

2.25 Please note this is not an exhaustive list and there may be other minor or non-material amendments to the GMSF: Publication Draft 2020, and background documents.

Consulting in a Covid 19 Compliant World

2.26 The consultation will be carried out in line with the requirements of Oldham's Statement of Community Involvement (SCI). The government has been clear that the challenge posed by coronavirus (Covid 19) is not a sufficient reason to delay local plan preparation. Equally however, all members of society are required to adhere to guidance to help combat the spread of (Covid 19). The guidance has implications for how the public are engaged and the ability of the districts to comply with policies including those set out in their Statements of Community Involvement. Government issued emergency legislation (expiring 31 December 2020) to remove the need for hard copies of the plan to be available in town halls/libraries and advised local authorities to review their SCI to ensure that consultation can take place in a Covid compliant way. Oldham's SCI has been revised and was adopted 9 September 2020.

2.27 However, effective community engagement must be promoted by means which are reasonably practicable. Government guidance strongly encourages the use of online engagement methods. A consultation strategy is being prepared which considers the use of the following:

- virtual exhibitions,
- digital consultations,
- video conferencing,
- social media and online chat functions.

2.28 Reasonable steps need to be taken to ensure sections of the community that don't have internet access are involved and consider alternative and creative ways to achieve this. This could include:

- engaging sections of the community, that do not have internet access, through representative groups rather than directly;
- using existing networks;
- allowing individuals to nominate an advocate to share views on their behalf;
- Providing telephone information lines; and
- Providing timed face-to-face information sessions for community representatives (maintaining social distancing).

2.29 Given the uncertainty around the type of local/national lockdown which may be in place at the time the consultation, different scenarios are being developed to respond to different levels of social distancing/public interaction which may be possible.

GM Transport 2040 Delivery Plan and Local Implementation Plan

2.30 Transport for Greater Manchester (TfGM) has been working with the GMCA, the ten Greater Manchester councils and the Greater Manchester Mayor to prepare new, and updated, transport strategy documents that cover the entire city-region.

2.31 This work includes a refreshed version of the long-term, statutory local transport plan - the Greater Manchester Transport Strategy 2040 - and a final version of Our Five-Year Delivery Plan (2020-2025) which sets out the practical actions planned to deliver the Strategy over the next 5 years. In addition, ten new Local Implementation Plans have also been prepared (one for each Greater Manchester council), including Oldham.

2.32 Draft versions of these documents have been published as part of the GMSF Transport Evidence Base for AGMA Executive Board on 30th October 2020.

2.33 A separate report on the GM2040 Transport documents has been prepared and will go forward for endorsement / approval alongside the GMSF. This report considers the GM2040 Transport documents and:

- Seeks endorsement of the refreshed Greater Manchester Transport Strategy 2040 and the final version of Our Five-Year Delivery Plan (2020-2025) for approval by GMCA and publication in December 2020, alongside GMSF; and
- Seeks approval of the Oldham Local Implementation Plan for publication as an appendix to Our Five-Year Delivery Plan (2020-2025) by GMCA in December 2020.

The Oldham Local Plan

2.34 The GMSF is essential to create the foundations for the scale of growth and ambition for Greater Manchester. Upon adoption it will be part of the Development Plan for each Greater Manchester local authority, including Oldham. However, the GMSF is a high level, strategic plan and does not cover everything that a district local plan would. Local Plans therefore continue to play a vital role to take forward the GMSF strategic policies and interpret these at a more detailed local level to support the creation of locally distinctive high-quality places and neighbourhoods.

2.35 The Council has continued to prepare for consultation on issues and options for the Local Plan, which will commence early December 2020 following approval of the GMSF: Publication Draft 2020. The Local Plan will deal with matters at the local level setting out the spatial vision, strategic objectives and strategy for Oldham and cover planning policies and site allocations, where they provide additional policy direction for Oldham, beyond that contained in the GMSF.

2.36 There are policies contained in the GMSF that duplicate and / or add to policies contained within Oldham's current Joint Core Strategy and Development Management Plan Development Plan Document (Core Strategy). A review of the Core Strategy has therefore been carried out to identify those policies that would be replaced, partially or their entirety, once the GMSF is adopted. Details of this review can be found in Appendix 1.

3 Options/Alternatives

3.1 Option 1: Members approve the GMSF: Publication Draft 2020 and supporting background documents for publication and submission to the Secretary of State for examination as per the report recommendations set out at the beginning of this report.

3.2 Option 2: Members do not approve the GMSF: Publication Draft 2020 and supporting background documents for publication and submission to the Secretary of State for examination as per the report recommendations set out at the beginning of this report.

4 Preferred Option

4.1 The preferred option is for members to approve the GMSF: Publication Draft 2020 and supporting background documents for publication and submission to the Secretary of State for examination as per the report recommendations set out at the beginning of this report.

5 Consultation

5.1 Consultation has been carried out on previous versions of the GMSF, and the published GMSF will be open for formal representations.

6 Financial Implications

6.1 The GMSF seeks to establish the strategic planning framework for the Greater Manchester City Region and does not commit the Council to any expenditure. As schemes in line with the strategy are brought forward they will be subject to separate reports, which will be developed and taken forward in line with the Council's governance processes to include detailed financial implications.

(James Postle)

7 Legal Services Comments

7.1 Pursuant to Regulation 4(2) of the Local Authorities (Functions and Responsibilities) (England) Regulations 2000, the Cabinet is responsible for the approval of the GMSF: Publication Draft 2020 for publication pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Pursuant to Regulation 4(3)(ca) of the Local Authorities (Functions and Responsibilities) (England) Regulations, the approval for the purpose of its submission to the Secretary of State for independent examination under section 20 of the Planning and Compulsory Purchase Act 2004 of the GMSF: Publication Draft 2020 is a Council function.

(A Evans)

8. Co-operative Agenda

8.1 The GMSF links to Oldham's Corporate Plan and Priorities in a variety of ways. In particular it supports 'An Inclusive Economy' through its spatial strategy of boosting the competitiveness of the northern districts, helping to attract investment and encouraging business and enterprise to thrive. Focus on the regeneration of town centres and maximising the use of brownfield land also supports delivery of key regeneration projects and transformational opportunities, including Creating a Better Place.

9 Human Resources Comments

9.1 Not applicable.

10 Risk Assessments

10.1 There is a Statutory Requirement to agree the GMSF. As this identifies sites for future development the risk of future challenge to certain sites as being suitable is high.

(Mark Stenson)

11 IT Implications

11.1 Not applicable.

12 Property Implications

12.1 The GMSF provides an important opportunity to create the conditions for inclusive economic growth, provide opportunities for provision of much needed homes, whilst protecting and enhancing the natural environment. It will provide a platform for development that enables us to attract central government funding to deliver affordable housing and infrastructure; enable utilities to deliver their infrastructure investment; give confidence to i; provide a route by which construction can proceed, providing short term economic stimulus; and provide a mechanism for accelerating the low carbon / sustainability agenda. At a local level this will therefore support and strengthen the Council's ambitious Creating a Better Place agenda.

12.2 Creating a Better Place' incorporates significant programmes of work that have been progressed over the past eighteen months in order to set out a comprehensive vision and strategic framework for the borough.

12.3 Creating a Better Place focuses on building more homes for our residents, creating new jobs through town centre regeneration, and ensuring Oldham is a great place to visit with lots of family friendly and accessible places to go.

12.4 This approach has the potential to deliver 2,000 new homes in the town centre designed for a range of different budgets and needs, 1,000 new jobs and 100 new opportunities for apprenticeships, and is in alignment with Council priorities to be the Greenest Borough.

12.5 The GMSF is the high-level framework that will create the foundations for the scale of growth and ambition for Greater Manchester. It will be part of the Development Plan for each Greater Manchester local authority, but it is a high level, strategic plan and does not cover everything that a district local plan would. Local plans will continue to be important to take forward the GMSF strategic policies and interpret these at a more detailed local level to support the creation of locally distinctive high-quality places/neighborhoods.

(Bryn Cooke)

13 Procurement Implications

13.1 Not applicable.

14 Environmental and Health & Safety Implications

14.1 An Integrated Appraisal has been prepared to support the GMSF.

15 Equality, community cohesion and crime implications

15.1 An Equality Impact Assessment has been carried out as part of the Integrated Appraisal.

16 Implications for Children and Young People

16.1 An Equality Impact Assessment has been carried out as part of the Integrated Appraisal.

17 Equality Impact Assessment Completed?

17.1 An Equality Impact Assessment has been carried out as part of the Integrated Appraisal.

18 Key Decision

18.1 Yes

19 Key Decision Reference

19.1 HSG-08-20

20 Background Papers

20.1 The following is a list of background papers on which this report is based in accordance with the requirements of Section 100(1) of the Local Government Act 1972. It does not include documents which would disclose exempt or confidential information as defined by the Act:

File Ref: N/A
Name of File: GMSF: Publication Draft 2020 and supporting documents
Records held in: All documents are available online at https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/
Officer Name: Elizabeth Dryden-Stuart
Contact No: spi@oldham.gov.uk

21 Appendices

21.1 Appendix 1 - Core Strategy policies that would be replaced by the GMSF
Appendix 2 – AGMA Executive Board Report
Appendix 3 – GMSF: Publication Draft 2020
Appendix 4 – GMSF Integrated Appraisal Report
Appendix 5 – GMSF Statement of Consultation (October 2020)

Appendix 1 - Core Strategy policies that would be replaced by the GMSF

Core Strategy Policy	Replaced by GMSF policy/policies	Reason
3 An Address of Choice	GM-H1 (Partially)	Housing requirement updated. All other parts of the policy remain valid.
4 Promoting Sustainable Regeneration and Prosperity	GM-P3 and GM-P4 (All Partially)	Employment requirement updated. All other part of the policy remain valid.
5 Promoting Accessibility and Sustainable Transport Modes	GM-N3, GM-N4, GM-N5 and GM-N7 (All Partially)	Majority of replaced by GMSF policies. Parts remain valid.
18 Energy	GM-S2 (Partially)	Majority of replaced by GMSF policy. Parts remain valid.
19 Flooding	GM-S5 (Partially)	Majority of replaced by GMSF policy. Parts remain valid.
20 Design	GM-E1	Whole policy superseded.
22 Protecting Open Land	Partially superseded by GM Allocation Policy 10 Broadbent Moss, GM Allocation Policy 8 Beal Valley, GM Allocation Policy 11 Chew Brook Vale (Robert Fletchers), GM Allocation Policy 12 Cowlishaw, and partially superseded by GM-G10.	Partially superseded by GM Allocation and GM G10.
25 Developer Contributions	GM-D2	Whole policy superseded.
Saved UDP Policy B1.1.24 – Royton Moss, Moss Lane, Royton (Business and Industrial Allocation)	Partially superseded by GMSF Allocation 10 Broadbent Moss	Part of UDP allocation included in Broadbent Moss Allocation.
Saved UDP Policy H1.2.17 – Danisher Lane, Oldham (Housing Land Release Phase 2)	Superseded by GMSF Allocation 14 Land South of Coal Pit Lane (Ashton Road)	UDP allocation included in Land south of Coal Pit Lane (Ashton Road)
Saved UDP Policy OE1.8 Major Developed Site in the Green Belt	Superseded by GM Allocation Policy 11 Chew Brook Vale (Robert Fletchers)	UDP allocation included in Chew Brook Vale (Robert Fletchers)

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AGMA EXECUTIVE BOARD

Date: 30 October 2020

Subject: Greater Manchester's Plan for Homes, Jobs and the Environment: Greater Manchester Spatial Framework Publication Plan 2020

Report of: Paul Dennett, Portfolio Lead for Housing, Homelessness and Infrastructure
Steve Rumbelow Portfolio Lead Chief Executive for Housing, Homelessness and Infrastructure

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PURPOSE OF REPORT

To update members on the progress of Greater Manchester's Plan for Homes, Jobs and the Environment: Greater Manchester Spatial Framework Publication Plan 2020.

RECOMMENDATIONS:

The AGMA Executive Board is recommended to:

1. Note the GMSF 2020: Publication Plan and supporting background documents and recommend the documents to the districts with the intention that the districts approve:

    a. Publication of the GMSF: Publication Plan 2020 pursuant to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 for representations between 1 December 2020 and 26 January 2021; and
    b. Submission of the GMSF 2020: Publication Plan, to the Secretary of State for examination following the period for representations

CONTACT OFFICERS:

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Equalities Implications:

The GMSF is a statutory plan which seeks to contribute to the achievement of sustainable development, delivering economic, social and environmental benefits together in a mutually reinforcing way. It is informed by an Integrated Appraisal which includes an Equalities assessment.

Climate Change Impact Assessment and Mitigation Measures –

The GMSF will provide the planning policy framework to support Greater Manchester's ambition to be carbon neutral by 2038.

Legal Considerations:

The legislative and constitutional requirements for the preparation of a joint Development Plan Document (DPD) in the Planning and Compulsory Purchase Act 2004 ("2004 Act") and the Town and Country Planning (Local Planning) (England) Regulations 2012 ("2012 Regulations") have been complied with.

The joint DPD will be submitted to the Secretary of State for independent examination (s20 of the 2004 Act) along with the documents prescribed by Regulation 22 of the 2012 Regulations. Prior to submission to the Secretary of State, the joint DPD must be published and representations invited, pursuant to Regulation 19 and Regulation 20 of the 2012 Regulations.

If the joint DPD is not prepared in accordance with the 2004 Act and the 2012 Regulations, any subsequent attempt to adopt the plan would be susceptible to challenge.

Financial Consequences – Revenue:

The preparation and examination of the GMSF joint Development Plan Document generates a revenue cost for 10 local authorities. A substantial evidence base has been assembled to support the plan which has involved commissioning of specialist and independent experts. Following this consultation, the GMSF will be submitted to the Secretary of State for examination. There will be further revenue costs associated with the examination process, including appointment of a Programme Officer and Assistant. A budget of £2m spread over the two financial years 2020/21 and 2021/22 has been identified to meet this cost from within the Retained Business Rates budget.

Financial Consequences – Capital:

There are no capital consequences identified

BACKGROUND PAPERS:
Report to AGMA Executive Board September 2020

TRACKING/PROCESS	[All sections to be completed]	
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		Yes
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?	No	
GM Transport Committee	Overview & Scrutiny Committee	
N/A		

1. THE STRATEGIC CONTEXT FOR THE GM SPATIAL FRAMEWORK

1.1 The “Future of GM” paper in 2019 set out Greater Manchester’s bold plans for the future in the face of uncertainty. Despite Covid 19 and the ongoing uncertainty about the UK’s future trading relationships, the bold and ambitious vision for the city-region remains unchanged, although the actions prioritised to achieve some of those ambitions will inevitably have to change. Greater Manchester’s ambition to continue to be - and further develop our position as - a global city-region, with strong and prosperous communities throughout as well as a thriving and productive economy remains. Without a clear, long term cohesive set of plans it becomes almost impossible to implement and deliver initiatives that will achieve this ambition.

1.2 The report to the AGMA Executive Board meeting on 9 September 2020 outlined the Greater Manchester approach to the delivery and implementation of long-term strategies in the light of the Covid 19 pandemic. While Covid 19 will undoubtedly impact on the way GM delivers its ambitions it may also make delivery of that ambition more challenging. There will be some difficult choices and tensions that need to be managed in an integrated and balanced way.

1.3 Within this context, the need for a bold spatial plan to provide certainty and guide development, investment and infrastructure has never been stronger. Government has sent a very strong message that Covid-19 should not be a reason to delay either the preparation of statutory plans or the determination of planning applications through the publication of emergency guidance to enable local authorities to continue to exercise their planning functions in a Covid-19 compliant way. The Greater Manchester Plan for Homes, Jobs and the Environment – Greater Manchester Spatial Framework Publication Plan 2020 (GMSF 2020) is an essential building block of the city-region’s long-term recovery.

1.4 The GMSF provides an important opportunity to create the conditions for inclusive economic growth, provide opportunities for provision of much needed homes, protect, and enhance the natural environment. It will provide a platform for development that enables us to attract central government funding to deliver affordable housing and infrastructure; enable utilities to deliver their infrastructure investment; give confidence to i; provide a route by which construction can proceed, providing short term economic stimulus; and provide a mechanism for accelerating the low carbon / sustainability agenda.

1.5 GMSF 2020 is not being prepared in isolation. It is one of the 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. Each of these plans is part of a coherent set of measures that will seek to meet our overall objectives.

1.6 GMSF 2020 is supported by the Transport 2040 Delivery Plan, which will outline the interventions required to achieve the transport vision for the city region. At the same

time, the consultation on the Clean Air Plan will seek views on how Greater Manchester plans to tackle air pollution that contributes to around 1,200 early deaths in Greater Manchester every year, harming our health and our economy.

1.7 GMSF 2020 is key to create the foundations for the scale of growth and ambition for Greater Manchester. It will be part of the Development Plan for each Greater Manchester local authority, but it is a high level, strategic plan and does not cover everything that a district local plan would. Appendix 1 sets out the policies in local plans which will be replaced by the GMSF 2020. Local plans will continue to be important to take forward the GMSF strategic policies and interpret these at a more detailed local level to support the creation of locally distinctive high quality places/neighbourhoods.

1.8 Following adoption of the GMSF, each district will be updating their own core strategies/local plans.

2. GM SPATIAL FRAMEWORK - PROCESS

2.1 In November 2014, AGMA Executive Board recommended to the 10 Greater Manchester local authorities that they agree to prepare a joint Development Plan Document ("Joint DPD"), called the Greater Manchester Spatial Framework ("GMSF"). Further, the recommendation was that AGMA be appointed by the 10 authorities to prepare the GMSF on their behalf.

2.2 Over the course of 2014/15, the 10 authorities secured the approvals required to enable the GMSF to be prepared and for that preparation to be carried out by AGMA on their behalf. The first draft of the GMSF Joint DPD was published for consultation on 31st October 2016, ending on 16th January 2017. The consultation generated significant interest and over 27,000 responses were received.

2.3 A further consultation on the Revised Draft GMSF took place between January and March 2019. Over 17,000 responses were received. Since the consultation closed, work has been underway to analyse the responses (a consultation summary report was published in October 2019), finalise the evidence base and prepare a further version of the plan.

2.4 Progress on the GMSF was delayed due to the Covid 19 pandemic, however AGMA Executive Board in September 2020 agreed that:

- The GMSF would be progressed as a Joint Development Plan Document of the 10 authorities
- The next version of the plan would be the Publication Plan
- Consultation on the Publication Plan would take place in November/December 2020.

2.5 The 'Publication stage' is a formal consultation on the draft joint DPD pursuant to Reg. 19 of the Local Planning Regulations. It is a statutory stage that provides an opportunity for organisations and individuals to submit their final views on the content of the plan. The decision to 'Publish' the draft joint DPD is an Executive decision for the Greater Manchester local authorities. The consultation on the Publication Plan will take place between 1 December 2020 and 26 January 2021.

2.6 Following consultation on the Publication Plan, the draft joint DPD and the representations made in the Publication stage are sent to the Secretary of State – this is called the 'Submission stage', pursuant to Reg. 22 of the Local Planning Regulations. Upon completion of the consultation on the Publication Plan in late 2020, a post-consultation report will be prepared and then the plan will be submitted to the Secretary of State for Examination in mid- 2021. Submission requires approval of each of the 10 Full Councils of the GM local authorities. Whilst anyone can make a representation on any point, only those pertaining to the 4 tests of soundness[1] will be taken into account by the Inspector(s). If major new issues arise at the Publication Consultation stage there would need to be further consultation prior to any submission of the plan.

2.7 An Examination in Public takes place at which a Planning Inspector will consider the joint DPD and representations made in respect of it and determine whether the DPD is capable of being adopted, either with or without amendments.

2.8 Assuming that the document is capable of adoption, whether with or without amendments, the ultimate decision to adopt must be taken by each of the 10 Full Councils

3.0 GMSF 2020

3.1 The GMSF 2020 is our plan to manage growth so that Greater Manchester is a better place to live, work and visit. It will:

- set out how Greater Manchester should develop up to the year 2037;
- identify the amount of new development that will come forward across the 10 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- identify the important environmental assets across the conurbation which will be protected and enhanced;
- allocate sites for employment and housing outside of the urban area;
- support the delivery of key infrastructure, such as transport and utilities;
- define a new Green Belt boundary for Greater Manchester.

3.2 The overall approach of the plan - to concentrate development in the most sustainable locations, increase density of development, move to carbon neutral living, make an explicit commitment to more affordable housing, provide stronger protection for valuable green spaces - was supported and has been carried forward into GMSF 2020.

3.3 A number of key issues were raised which have been considered during the preparation for the GMSF 2020.

- Scale of Greater Manchester's ambition – for both employment and homes.
- Credibility of evidence base – Local Housing Need Methodology, economic forecasts in period of uncertainty
- Brownfield preference/viability of the baseline land supply
- Green Belt release for development – the case for exceptional circumstances

[1] As set out in NPPF para 35

- Sustainability/viability of carbon proposals in the plan
- Infrastructure required to support scale and pattern of growth

3.4 These issues have helped to inform the scope of the further evidence that has been undertaken since March 2019 and which has influenced this final version of the Plan. Given the importance of the plan to the range of communities, organisations and interests across Greater Manchester it is not surprising that the comments received in relation to these issues were often divergent.

3.5 A Consultation Final Report accompanies the GMSF 2020, which outlines how these issues have been considered and how the plan has been changed as a result of comments made, or why some comments have not resulted in changes.

3.6 The GMSF 2020 and supporting documents can be found at https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/. This website will be updated following the district approval process and the consultation portal (GMConsult.org) will become live at the start of the formal consultation on 1 December 2020.

4. THE PLAN

4.1 Our vision is for a Greater Manchester which emerges from the pandemic a more resilient and better city-region. The impact of Covid 19 on people's lives and wellbeing as well on our economy and communities is not yet known but will be severe. There is an opportunity to capture some of the changes, for example the on the increase in cycling and walking and the acceleration in flexible working that we have seen over the recent months, and harness this to cement the benefits for our towns and cities. Greater Manchester needs to be a place where all of our people can access the services they require through high quality digital communications and where our town and city centres can respond to the decline in their traditional retail role in positive ways. 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.

Spatial Strategy

4.2 The GMSF 2020 spatial strategy seeks to deliver sustainable, inclusive growth. It has 3 key spatial elements ;

- Significant growth in jobs and housing at the core – continuing development in 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 and almost 40% of overall housing supply is found here and in the wards immediately surrounding it.
- Boosting the competitiveness of the northern districts – 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, Stockport Town Centre (including the Mayoral Development Corporation), realising the opportunities offered by national infrastructure investment, e.g. HS2, whilst recognising the important green infrastructure assets in the area.

Jobs

4.3 Economic prosperity is central to the overall strategy for Greater Manchester. It is essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities. In the face of the uncertainty wrought by Covid 19, 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 all parts of Greater Manchester are able to contribute to, and benefit from, growth as part of a thriving Northern Powerhouse.

4.4 The Greater Manchester Independent Prosperity Review: One Year on 2020 indicated that Greater Manchester was the most economically diverse city region economy with world-class strengths in advanced materials and health innovation. Yet the Prosperity Review also acknowledged that for two decades Greater Manchester's productivity consistently remained at 90% of UK level and a year on this gap persists.

4.5 There is a growing body of evidence that the worst effects of the COVID-19 pandemic have amplified pre-existing patterns of not only health, but also economic inequality. This gap is linked to economic inequality with overall pay levels and salary growth in Greater Manchester lagging behind UK averages. The growth in employment in low productivity sectors witnessed in Greater Manchester over the last decade further explains this, as these sectors are likely to pay lower wages and invest in lower value business models which perpetuate the challenges. Furthermore, it is in these sectors of the foundational economy (retail, hospitality and leisure) in which employees have tended to be hardest hit during the COVID-19 crisis.

4.6 Growing inequalities have a major impact on quality of life for Greater Manchester residents such as the ability to afford decent housing, good quality food and services. As emergency support schemes from government are withdrawn, a greater focus is needed to support businesses in the foundational economy in Greater Manchester to adopt a sustainable footing, enabling them to identify ways to adopt higher value business models while preventing further employment losses.

4.7 Greater Manchester has the opportunity to lead with the 'levelling up' agenda helping to deliver a more successful North of England and aiding the long-term economic success of the country as a whole. The GMSF supports high levels of economic growth across Greater Manchester and seeks to put in place the measures that will enable such growth to continue in the even longer-term. However, delivering these high levels of growth means that Greater Manchester will need to continue to invest in the sites and critical infrastructure that will make it an even more attractive place for businesses to invest, bringing high-value, well paid jobs, to the city region; invest in skills and

business development to support the foundational economy, and promote the continued progress towards a low-carbon economy.

4.8 In pursuit of this, the GMSF proposes at least 2,460,000 sq.m. of new office floorspace and at least 4,100,000 sq.m. of industrial and warehousing floorspace across Greater Manchester over the plan period.

Homes

4.9 Greater Manchester is facing a housing crisis and the impact of Covid 19, with potential increases in unemployment will exacerbate this. Although Greater Manchester has built more houses in recent years, wages have not been keeping pace with property price increases and affordability issues have intensified. To address the supply side Government has introduced a standard methodology for calculating local housing needs to provide local authorities with a clear and consistent understanding of the number of new homes needed in an area. 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.

4.10 Applying the current methodology means that around 10,534 homes are required in Greater Manchester per annum, equating to just under 180,000 new over the plan period. The plan sets out Greater Manchester's commitment to deliver more affordable housing - 50,000 units over the plan period, including 30,000 for social or affordable rent.

Environment

4.11 GMSF 2020 is not solely concerned with accommodating development. It also includes a range of policies designed to protect and enhance Greater Manchester's many and varied green spaces and features which are used in many different ways and afforded many different values by the people who live, work or visit the city-region.

4.12 The GMSF supports the important role of Greater Manchester's natural assets by:

- Taking a landscape scale approach to nature restoration ;
- Seeking to protect and enhance Greater Manchester's network of green and blue infrastructure;
- Seeking a significant overall enhancement of biodiversity and geodiversity; and
- Seeking to maintain a new and defensible Green Belt which will endure beyond this plan period.

4.13 Furthermore, the GMSF supports wider strategies around clean air, walking and cycling and underpins Greater Manchester's ambition to be a carbon neutral city-region by 2038. A key element of this is to require all new development to be net zero carbon by 2028 and to keep fossil fuels in the ground.

Brownfield land preference

4.14 There is a strong focus in the GMSF on directing new development towards sites within the existing urban area, which are often in sustainable locations, close to facilities and

served by existing infrastructure. Maximising the use of land in the urban area reduces the need to release greenfield and Green Belt land for development.

4.15 The land supply identified for development in the plan is largely within the urban area:

- Offices - 99%
- Industry and Warehousing- 47%
- Housing - 88%

4.16 There are significant viability issues in parts of the conurbation and there is a 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. The recently announced Brownfield Land Fund is targeted at Combined Authorities and the £81m allocated to Greater Manchester begins to help to address viability issues but it is not enough to enable the full potential of our brownfield land supply to be realised.

Green Belt

4.17 GMSF 2020 proposes a limited release of a Green Belt for both housing and employment. The net loss of Green Belt proposed is 1,939 hectares. This represents a significant reduction (over 60%) in the amount of Green Belt release than was proposed in the 2016 GMSF. This has been achieved through:

- Removing a number of sites
- Reducing the extent of Green Belt release within sites and retaining more Green belt within some sites
- Proposing a limited number of Green Belt additions

4.18 The proposals in GMSF would result in the overall extent of the Greater Manchester Green Belt reducing by 3.25%. The current Greater Manchester Green Belt covers almost 47% (46.9%) of the land area of Greater Manchester, the proposals in GMSF 2020 would reduce this by around 1.5% meaning that over 45% (45.3 %) of Greater Manchester land area would be designated Green Belt.

5. INTEGRATED ASSESSMENT AND HABITATS REGULATIONS ASSESSMENT

5.1 As part of the development of the GMSF 2020, an Integrated Assessment (IA) has been undertaken incorporating the requirements of:

- Sustainability Appraisal (SA): mandatory under section 19 (5) of the Planning and Compulsory Purchase Act 2004.
- Strategic Environmental Assessment (SEA): mandatory under the Environmental Assessment of Plans and Programmes Regulations 2004 (which transpose the European Directive 2001/42/EC into English law).
- Equality Impact Assessment (EqIA): required to be undertaken for plans, policies and strategies by the Equality Act 2010.
- Health Impact Assessment (HIA): there is no statutory requirement to undertake HIA, however it has been included to add value and depth to the assessment process.

5.2 The IA contributes to the development of the GMSF through an iterative assessment, which reviews the draft policies and the discrete site allocations against the IA framework. Stakeholder consultation is a significant part of the IA, and opinions and inputs from stakeholders have been sought on previous iterations and will be sought on this 2020 IA, as part of the consultation on the GMSF 2020.

5.3 A Habitats Regulations Assessment (HRA) refers to several distinct stages of Assessment which must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) to determine if a plan or project may affect the protected features of a habitats site before deciding whether to undertake, permit or authorise it

5.4 All plans and projects (including planning applications) which are not directly connected with, or necessary for, the conservation management of a habitat site, require consideration of whether the plan or project is likely to have significant effects on that site. If a proposed plan or project is considered likely to have a significant effect on a protected habitats site (either individually or in combination with other plans or projects) then an Appropriate Assessment of the implications for the site is required,

5.5 The Greater Manchester Spatial Framework (GMSF) is regarded as a Plan which is considered likely to have significant effect on one or more European protected site and has been subject to an HRA.

6. EVIDENCE BASE

6.1 A comprehensive evidence base has been assembled to support the policies and proposals in the GMSF 2020. The list of evidence documents which have helped inform the plan are listed in Appendix 2 and will be available on the website prior to the formal consultation on 1 December (https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/). This evidence base remains draft until all 10 councils have approved the GMSF 2020 for Publication, as any potential changes that might be agreed during the approval process may require some changes to the evidence.

6.2 One key supporting document will be a strategic Statement of Common Ground. This will set out the key matters between the ten authorities agreeing on the distribution and quantum of development contained in the Publication Plan. It will also deal with any matters with other organisations that require to be agreed to enable the GMSF 2020 to be submitted next year. There may be a need for additional Statements of Common Ground to deal with specific matters linked to the proposed site allocations and these will be the responsibility of the relevant local authority to draw up if required.

7. CONSULTING IN A COVID COMPLIANT WORLD

7.1 The consultation will be carried out in line with the requirements of the district Statements of Community Involvement. The government has been clear that the challenge posed by Covid 19 is not a sufficient reason to delay local plan preparation. Equally however, all members of society are required to adhere to guidance to help combat the spread of coronavirus (Covid 19). The guidance has implications for how

the public are engaged and the ability of the districts to comply with policies including those set out in their Statements of Community Involvement. Government issued emergency legislation (expiring 31 December 2020) to remove the need for hard copies of the plan to be available in town halls/libraries and advised local authorities to review their SCI to ensure that consultation can take place in a Covid compliant way.

7.2 However, effective community engagement must be promoted by means which are reasonably practicable. Government guidance strongly encourages the use of online engagement methods. Engagement strategies are being prepared which consider the use of the following ;

- virtual exhibitions,
- digital consultations,
- video conferencing,
- social media and online chat functions

7.3 Reasonable steps need to be taken to ensure sections of the community that don't have internet access are involved and consider alternative and creative ways to achieve this. This could include;

- engaging sections of the community, that do not have internet access, through representative groups rather than directly;
- using existing networks;
- allowing individuals to nominate an advocate to share views on their behalf;
- Providing telephone information lines; and
- Providing timed face-to-face information sessions for community representatives (maintaining social distancing).

7.4 Given the uncertainty around the type of local/national lockdown restrictions which may be in place at the time the consultation, different scenarios are being developed to respond to different levels of social distancing/public interaction which may be possible. The Ministry for Housing, Communities and Local Government introduced emergency legislation to allow for consultation on local plans to continue in a period of restrictions (particularly related to the need to provide a hard copy of the plan at 'deposit' points. This legislation expires on 31 December. Discussions are ongoing with MHCLG re the position with this.

7.5 The planning legislation and guidance requires the plan to be justified by a detailed evidence base. Many of these documents are complex technical documents, and it is appreciated that they may be difficult to understand. All reasonable efforts will be made to ensure that documents comply with the Accessibility guidance[2] as far as possible, and in addition a range of Topic Papers will be produced for the formal consultation which explain the evidence and how it has informed the polices in the plan.

8. RECOMMENDATIONS

8.1 Recommendations are found at the front of the report

[2] https://accessibility.campaign.gov.uk/

APPENDIX 1

GMSF replacement of local plan policies

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.'

Upon adoption of the GMSF a number of policies in district local plans will be partially replaced by policies in the GMSF (see table below). Any part of the policy which is not replaced will be retained and will remain part of the respective statutory development plan.

Bolton Council

Policy	**Replaced by GMSF policy/policies**
H1 Healthy Bolton	GM-E6
A1 Achieving Bolton	GM-E5
P1 Employment land	GM-P2,3 and 4
P3.1 Waste hierarchy	GM-S7
P5.1 Accessibility by different types of transport	GM-N1
P5.2 Accessibility by public transport	GM-N3
P5.3 Freight movement	GM-N6
P5.4 Servicing arrangements	GM-N7
P5.6 Transport needs of people with disabilities	GM-N4
P5.7 Transport assessments and travel plans	GM-N7
S1 Safe Bolton	GM-N7 and GM-E1
CG1.1 Green infrastructure in rural areas	GM-G1,2,3,4,5 and 7
CG1.2 Urban Biodiversity	GM-G2
CG1.3 Open space	GM-G6
CG1.5 Flooding	GM-S5
CGH1.6 Energy requirements	GM-S2
CG1.7 Renewable energy	GM-S2

CG2 except CG2.2(c) Sustainable development	GM-S2
CG3 Built environment	GM-S4, GM-G1, GM-E1 and 2
SC1.1 Housing requirement	GM-H1
SC1.5 Housing Density	GM-G4

Bury Council

Policy	**Replaced by GMSF policy/policies**
EC2 Existing Industrial Areas and Premises	GM-P2 and GM-P4
EC3 Improvement of Older Industrial Areas and Premises	GM-P2
EC3/1 Measures to Improve Industrial Areas	GM-P2
EC5 Offices	GM-P3
H1 Housing Land Provision	GM-H1
H2 Housing Environment and Design	GM-H3
H4 Housing Need	GM-H3
EN1 Environment	GM-E1
EN1/1 Visual Amenity	GM-E1
EN1/3 Landscaping Provision	GM-E1
EN1/11 Public Utility Infrastructure	GM-E1
EN2 Conservation and Listed Buildings	GM-E2
EN4 Energy Conservation	GM-S2 and GM-S3
EN4/1 Renewable Energy	GM-S2 and GM-S3
EN4/2 Energy Efficiency	GM-S2 and GM-S3
EN5 Flood Protection and Defence	GM-S5
EN5/1 New Development and Flood Risk	GM-S5
EN6 Conservation of the Natural Environment	GM-G9

EN6/5 Sites of Geological Interest	GM-G9
EN7 Pollution Control	GM-E1
EN7/1 Atmospheric Pollution	GM-S6
EN8 Woodland and Trees	GM-G7
EN9 Landscape	GM-G1
EN9/1 Special Landscape Area	GM-G1
OL1 Green Belt	GM-G10
OL1/1 Designation of Green Belt	GM-G10
OL3 Urban Open Space	GM-G6
OL3/1 Protection of Urban Open Space	GM-G6
OL5 River Valleys	GM-G3
RT2 New Provision for Recreation in the Urban Area	GM-E7
RT2/3 Education Recreation Facilities	GM-E7
RT2/4 Dual-Use of Education Facilities	GM-E7
RT3 Recreation In The Countryside	GM-G3, GM-G2 and GM-G5
HT1 A Balanced Transportation Strategy	GM-N1, GM-E1 and GM-N4
HT2/6 – Replacement Car Parking	GM-N7
HT2/10 – Development Affecting Trunk Roads	GM-N7
HT3 Public Transport	GM-N1
HT4 New Development	GM-N7
HT6 Pedestrians and Cyclists	GM-N1, GM-N4 and GM-N5
HT6/2 – Pedestrian/Vehicular Conflict	GM-N4 and GM-N5
HT7 Freight	GM-N6
CF1 Proposals for New and Improved Community Facilities	GM-E1 and GM-E3
CF2 Education Land and Buildings	GM-E5
CF4 Healthcare Facilities	GM-E6

CF5 Childcare Facilities	GM-E5
MW1 Protection Of Mineral Resources	GM-S7
MW2 Environmental Considerations For Mineral Workings	GM-S7
MW3 Waste Disposal Facilities	GM-S7
MW3/1 Derelict or Degraded Land (Waste)	GM-S7
MW3/2 Waste Recycling and Bulk Reduction	GM-S7

Manchester City Council

Policy	**Replaced by GMSF policy/policies**
SP1 Spatial Principles (Partially)	GM-S1
EC1 Employment and Economic Growth in Manchester (Partially)	GM-P3 and GM-P4
H1 Overall Housing Provision (Partially)	GM-H1
H2 Strategic Housing Location (Partially)	GM-S1, GM-S2 and GM-S5
H8 Affordable Housing (Partially)	GM-H2
T1 Sustainable Transport (Partially)	GM-N1
EN3 Heritage (Partially)	GM-E2
EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Partially)	GM-S2
EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies (Partially)	GM-S2
EN8 Adaption to Climate Change (Partially)	GM-S2 and GM-S4
EN14 Flood Risk (Partially)	GM-G9
EN15 Biodiversity and Geological Conservation (Partially)	GM-G9
EN16 Air Quality (Partially)	GM-S6

EN17 Water Quality (Partially)	GM-S5

Oldham Council

Policy	Replaced by GMSF policy/policies
3 An Address of Choice (Partially)	GM-H1
4 Promoting Sustainable Regeneration and Prosperity (Partially)	GM-P3 and GM-P4
5 Promoting Accessibility and Sustainable Transport Modes (Partially)	GM-N3, GM-N4, GM-N5 and GM-N7
18 Energy (Partially)	GM-S2
19 Flooding (Partially)	GM-S5
20 Design	GM-E1
22 Protecting Open Land (Partially)	GM8, GM10, GM11, GM12 and GM-G10
25 Developer Contributions	GM-D2
UDP Policy B1.1.24 Royton Moss, Moss Lane, Royton	GM10
UDP Policy H1.2.17 Housing Land Release Phase II	GM14
UDP Policy H1.2.17 Major Developed Site in the Green Belt	GM11

Rochdale Council

Policy	Replaced by GMSF policy/policies
E2 Increasing jobs and prosperity (Partially)	GM-P3 and GM-P4
E4 Managing the release of land to meet future employment needs	GM-P1, GM-P2, GM-P3 and GM-P4
C1 Delivering the right amount of housing in the right places (Partially)	GM-H1
G1 Tackling and adapting to climate change	GM-S1, GM-S2 and GM-S3
G2 Energy and new development	GM-S1, GM-S2 and GM-S3

G3 Renewable and low carbon energy developments (Partially)	GM-S1, GM-S2 and GM-S3
G4 Protecting Green Belt land	GM-G10
G5 Managing protected open land (Partially)	GM-G10

Salford Council

Policy	**Replaced by GMSF policy/policies**
ST1 Sustainable Urban Neighbourhoods	GM-S1
ST3 Employment Supply	GM-P1, GM-P3 and GM-P4
ST5 Transport Networks	GM-N1, GM-N3, GM-N4, GM-N5, GM-N6 and GM-N7
ST12 Development Density	GM-H4
ST13 Natural Environment Assets	GM-G1, GM-G2, GM-G3, GM-G4, GM-G6, GM-G7, GM-G8, GM-G9 and GM-G10
ST14 Global Environment	GM-S2
ST15 Historic Environment	GM-E2
EN1 Development Affecting the Green Belt	GM-G10

Stockport Council

Policy	**Replaced by GMSF policy/policies**
SD-4 District Heating (Network Development Areas)	GM-S 3
SD-6 Adapting to the Impacts of Climate Change (Partially)	GM-S5
CS2 Housing Provision (Partially)	GM-H1
CS8 Safeguarding And Improving The Environment (Partially)	GM-G 9 and GM-E2
SIE-3 Protecting, Safeguarding and enhancing the Environment (Partially)	GM-S5
CS9 Transport And Development	GM-N1
CS10 An Effective And Sustainable Transport Network (Partially)	GM-6
T-1 Transport and Development	GM-N7
GBA 1.1 Extent Of Green Belt	GM-G10

Tameside Council

Policy	Replaced by GMSF policy/policies
H1 Housing Land Provision (Partially)	GM-H1
OL1 Protection of the Green Belt	GM-G10
OL2 Existing Buildings in the Green Belt	GM-G10
OL3 Major Developed Sites in the Green Belt	GM-G10
T7 Cycling (Partially)	GM-N5 and GM-N7
T8 Walking (Partially)	GM-N5 and GM-N7
MW14 Air Quality (Partially)	GM-S6
U4 Flood Prevention (Partially)	GM-S5

Trafford Council

Policy	Replaced by GMSF policy/policies
SL1 Pomona Island (Partially)	GM-S5
SL2 Trafford Wharfside (Partially)	GM-S1 and GM-S3
SL5 Carrington (Partially)	GM-S9, GM-S11 and GM41
L1 Land For New Homes (Partially)	GM-H1 and GM-H4
L2 Meeting Housing Needs (Partially)	GM-H2 and GM-H3
L3 Regeneration and Reducing Inequalities (Partially)	GM-S5 and GM-S11
L4 Sustainable Transport and Accessibility (Partially)	GM-S14, GM-N1, GM-N3, GM-N4, GM-N5, GM-N6 and GM-N7
L5 Climate Change (Partially)	GM-S2, GM-S3, GM-S5 and GM-S6
L6 Waste (Partially)	GM-S7
L7 Design (Partially)	GM-E1
L8 Planning Obligations (Partially)	GM-D1 and GM-D2
W1 Economy (Partially)	GM-S9, GM-P1, GM-P2, GM-P3 and GM-P4
W2 Town Centres and Retail (Partially)	GM-S9, GM-S12 and GM-E4
W3 Minerals (Partially)	GM-S7
R1 Historic Environment (Partially)	GM-E2
R2 Natural Environment (Partially)	GM-S13, GM-G1, GM-G3, GM-G4, GM-G7, GM-G9 and GM-G10
R3 Green Infrastructure (Partially)	GM-S13, GM-G2, GM-G3, GM-G4, GM-G7 and GM-G9
R4 Green Belt, Countryside and Other Protected Open Land (Partially)	GM-S9, GM-S10, GM-S11, GM-G11, GM-G12 and GM3.2
R5 Open Space, Sport and Recreation (Partially)	GM-G6 and GM-E7
R6 Culture and Tourism (Partially)	GM-E3

Wigan Council

Policy	Replaced by GMSF policy/policies
SD1 Presumption in Favour of Sustainable Development	GM-S1
CP1 Health and Wellbeing	GM-E6
CP4 Education and Learning	GM-E5
CP5 Economy and Environment	GM-P1 and GM-P2
CP6 Housing (Clause 1 only)	GM-H1
CP8 Green Belt and Safeguarded Land	GM-G10 and GM-G11
CP9 Landscape and Green Infrastructure	GM-G1 and GM-G2
CP12 Wildlife Habitats and Species	GM-G9
CP13 Low Carbon Development	GM-S2 and GM-S3
CP14 Waste	GM-S7
CP15 Minerals	GM-S2 and GM-S7

APPENDIX 2

EVIDENCE BASE

Documents can be found at https://www.greatermanchester-ca.gov.uk/what-we-do/housing/gmsf2020/supporting-documents/

1) GMSF Integrated Appraisal Report and Non-Technical Summary
2) GMSF Integrated Assessment Scoping Report 2020
3) Integrated Assessment of GMSF 2020 Growth and Spatial Options Paper
4) Habitats Regulations Assessment of the GMSF
5) GMSF Statement of Consultation (October 2020)
6) Land Supply Data (Housing)
7) Land Supply Data (Industry & Warehousing)
8) Land Supply Data (Offices)
9) Site Selection GMSF 2020
10) GMSF 2020 Growth and Spatial Options Papers
11) GMSF Strategic Viability Assessment Stage 1
12) GMSF Strategic Viability Assessment Stage 1 Technical Appendices
13) GM allocations – Viability Assessment
14) Carbon and Energy Implementation Part 1 - Technical Analysis
15) Carbon and Energy Implementation Part 2 - Carbon Offsetting
16) Carbon and Energy Implementation Part 2 - Fund Size Appendix B
17) GM Strategic Flood Risk Assessment Level 1 – Report and Appendices
18) GM Flood Risk Management Framework
19) GM Strategic Flood Risk Assessment Level 2 - Report and Appendices
20) Flood Risk Sequential Test and Exception Test Evidence Paper
21) Carbon and Fracking
22) Economic Forecasts for Greater Manchester
23) Employment Land Needs in Greater Manchester
24) Covid-19 and the GMSF Growth Options
25) Greater Manchester Strategic Housing Market Assessment
26) Greater Manchester Gypsy and Traveller and Travelling Showperson Accommodation Assessment Update 2018
27) Green Infrastructure Policy Context
28) Guidance For Greater Manchester – Embedding Green Infrastructure Principles
29) Biodiversity Net Gain Proposed Guidance for Greater Manchester
30) Greater Manchester Biodiversity Net Gain Summary Report
31) Stage 1 Greater Manchester Green Belt Assessment (2016) Report and Appendices
32) GMSF Landscape Character Assessment (2018)
33) Stage 2 GM Green Belt Study - Cumulative Assessment of Proposed 2020 GMSF Allocations and Additions (2020)
34) Stage 2 Greater Manchester Green Belt Study – Assessment of Proposed 2019 Allocations (2020)
35) Stage 2 GM Green Belt Study – Contribution Assessment of Proposed 2020 GMSF Green Belt Additions (2020)
36) Stage 2 GM Green Belt Study – Identification of Opportunities to Enhance the Beneficial use of the GM Green Belt (2020)

37) Our Case for Exceptional Circumstances
38) GMSF 1 Historic Environment Assessment Summary Report June 2019
39) Historic Environment Background Paper
40) Greater Manchester Transport Strategy 2040 Refresh
41) Our 5-Year Transport Delivery Plan 2020-2025
42) Greater Manchester Transport Strategy - 2040 Right Mix Technical Note
43) Transport Locality Assessments – Introductory Note and Assessments – Cross-boundary and district allocations
44) Transport Strategic Modelling Technical Note
45) Existing Land Supply and Transport Technical Note
46) Greater Manchester's Outline Business Case to tackle Nitrogen Dioxide Exceedances at the Roadside – Strategic Case
47) District specific evidence

Greater Manchester's Plan for Homes, Jobs and the Environment:

Greater Manchester Spatial Framework Publication Plan 2020

Draft for Approval

October 2020

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Introduction

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 Our plans focused on delivering the collective 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 our city region. It has affected every person and every business in every part of our city-region, 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 Greater Manchester 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 Prime Minister made his Build, Build, Build announcement at the end of June 2020 setting a context for England as we recover from Covid-19.

1.7 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. 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.

1.8 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:

1.9 "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."

1.10 The emergence of a global pandemic in March 2020 rightly resulted in the Greater Manchester authorities pausing the production of the GMSF 2020 to understand what, if any, actions should be taken in relation to the level of development being proposed. Following an initial assessment of the potential impacts of Covid-19 on the economy, including the housing market, it became clear that there was insufficient evidence (either at a national or local level) to change the assumptions behind our growth targets.

1.11 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 conurbation 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.

1.12 It is vital that GM has bold plans, shaping a better future for GM – 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 for Greater Manchester

1.13 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 all parts of Greater Manchester are able to contribute to, and benefit from, growth as part of a thriving Northern Powerhouse.

1.14 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 innovate 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 this with quality education, work and skills provision in all parts of Greater Manchester: using science and digital to engage people at a young age; developing a clear light of sight to opportunities; guaranteeing opportunities for all young People; and support those furthest from the labour market back into work.

1.15 Our vision is for a Greater Manchester which has 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. Greater Manchester needs to be a place 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 and the centrality of a 'green' living environment for the Stockport MDC are leading the way.

1.16 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.

1.17 The GMSF 2020: Publication Plan is our spatial plan to underpin our recovery.

GMSF 2020: Publication Plan

1.18 GMSF 2020: Publication Plan (GMSF 2020) has been produced following extensive consultation with stakeholders. Four consultations have already taken place. 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.

1.19 The most recent consultation in 2019 on The Greater Manchester Plan for Homes, Jobs and the Environment: the Greater Manchester Spatial Framework Revised Draft 2019 produced over 17,000 responses, which alongside the evidence base we have developed, have informed our plan.

1.20 GMSF 2020 provides the opportunity to create the conditions for inclusive economic growth, provide opportunities for provision of much needed homes and protect and enhance the natural environment. Progressing our long-term Spatial Framework is therefore more important than ever to make sure GM is on the right track to support our recovery, build back better and access the necessary investment for realising our ambitions.

1.21 The GMSF 2020 will:

- set out how Greater Manchester should develop up to the year 2037;
- identify the amount of new development that will come forward across the 10 districts, in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- identify the important environmental assets across the conurbation which will be protected and enhanced;
- allocate sites for employment and housing outside of the urban area;
- support the delivery of key infrastructure, such as transport and utilities;
- define a new Green Belt boundary for Greater Manchester.

1.22 GMSF 2020 is not being prepared in isolation. Our Five Year Transport Delivery Plan outlines transport interventions required to achieve the transport vision for the city region. At the same time, the consultation on the Clean Air Plan will seek views on how Greater Manchester plans to tackle air pollution which contributes to around 1,200 early deaths in Greater Manchester every year, harming our health and our economy.

1.23 GMSF 2020 reinforces our ambition to bring forward brownfield land, it reduces the net loss of Green Belt further from the 2019 plan by reducing the number of sites being allocated, identifying a Broad Location and provides stronger protection for our important environmental assets. It enables Greater Manchester to meet its 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 our ambition to be a carbon neutral city-region by 2038.

Spatial Strategy

1.24 The GMSF 2020 spatial strategy seeks to deliver sustainable, inclusive growth. It has 3 key spatial elements:

- Significant growth in jobs and housing at the core – continuing development in 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 40% 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, Stockport Town Centre (including the Mayoral Development Corporation), realising the opportunities offered by national infrastructure investment, e.g. HS2, whilst recognising the important green infrastructure assets in the area.

Good jobs

1.25 In 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 all parts of Greater Manchester are able to contribute to, and benefit from, growth as part of a thriving Northern Powerhouse.

1.26 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 for Greater Manchester to provide good employment opportunities across the conurbation. Meeting market demand for sites and infrastructure is essential however 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.

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

1.28 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.

1.29 Our ambition is to deliver more inclusive growth to benefit all areas of Greater Manchester. We are currently 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 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.

1.30 Through this plan we are looking to create more favourable conditions for growth by providing sites for advanced manufacturing, digital and tech jobs in areas where the urban land supply cannot support the scale or quality of development required. In response to comments received both in 2016 and further in 2019, the amount of employment land identified up to 2037 has been significantly reduced since the 2016 GMSF (50%) to keep the release of Green Belt to a minimum and in order that the level of employment growth broadly correlates with the new housing requirement for Greater Manchester. Several of the sites are large in scale and will be partially delivered beyond 2037. We have also identified a potential growth area in north east Oldham as a Broad Location rather than an allocation to provide flexibility for the future.

1.31 Good homes

1.32 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 the future needs of Greater Manchester.

1.33 A key objective of GMSF 2020 is to meet our Local Housing Need – using the Government's standard methodology this equates to almost 180,000 homes over the plan period (2020-2037). 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 GMSF 2020.

1.34 By working together across Greater Manchester 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.

1.35 The plan sets out an ambition for 50,000 additional affordable homes to be provided 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

1.36 GMSF 2020 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 are piloting the development of a Local Nature Recovery Network Strategy with Natural England.

1.37 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. The strategic Green Infrastructure network in Greater Manchester is extensive. Around 60% is within the Green Belt and therefore is afforded significant policy protection. The remaining 40% (20,000 hectares) does not meet the tests of Green Belt but it is very important for the continued wellbeing of the city-region.

Brownfield preference

1.38 As part of this consultation we are being as transparent as possible about the land we have identified within the urban area. An updated land supply position is published alongside this consultation. 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 10 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.

1.39 The majority of development between 2020 and 2037 (the "plan period") will be on land within the urban area, most of which is brownfield land. Within the plan period around 88% of housing, 99% of offices and 47% of industrial and warehousing development is within the urban area.

1.40 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 and then we are required to identify other land which is – this may be Protected Open Land or Green Belt.

1.41 We are however adopting a 'brownfield preference' policy – we will do all that we can to make sure that our brownfield sites comes 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.

1.42 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 recently announced Brownfield Land Fund is targeted at Combined Authorities and the £81m allocated to Greater Manchester begins to help to address viability issues across the conurbation, but it is not enough. We are bidding for more funding but further discussions with Government are critical to enable the full potential of our brownfield land supply to be realised.

1.43 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 the Mayor's Town Centre Challenge, the most visible expression of this being the Mayoral Development Corporation in Stockport Town Centre. 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

1.44 Given the lack of sufficient land to ensure that the overall housing and employment needs of Greater Manchester 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 the overall vision and objectives for the future of GM. The strategic case and the detailed case for each strategic allocation is set out in the 'Our Case for Exceptional Circumstances' paper.

1.45 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 GMSF 2020 Plan as part of the overall proposals.

Net loss

1.46 The net loss of Green Belt has been reduced by over 60% since 2016 through:

- reducing the number of proposed sites
- reducing the loss of Green Belt within sites
- proposing 'new' Green Belt additions

1.47 The net amount of Green Belt land proposed for release is 1939 hectares – this means a 3.25% reduction in the size of the Green Belt compared to an 8.2% reduction in 2016.

1.48 Greater Manchester covers approximately the same land area as London, however unlike London, almost half (46.7%) is designated as Green Belt. The proposals in Greater Manchester Spatial Framework: Publication Plan 2020 would result in a Green Belt covering 45.1% of Greater Manchester.

Becoming Carbon Neutral by 2038

1.49 GMSF 2020 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 require all 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. Our commitment to keep fossil fuels in the ground remains, at this time therefore Greater Manchester authorities will not support fracking.

Infrastructure required to support scale and pattern of growth

1.50 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. We 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.

1.51 Since the 2019 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 GMSF 2020. 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. GM has 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 including a new interchange in Stockport; £160m 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.

1.52 Our Transport Delivery Plan also set 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 GM bus market. All of these will contribute to our carbon reduction goals and delivery of our transport vision.

1.53 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

1.54 GMSF 2020 is the strategic spatial plan for Greater Manchester and sets out the planning policy framework for the whole of the city-region. All policies within the plan are "strategic policies". It is being prepared as a Joint Development Plan Document of the 10 local planning authorities. It is a strategic plan and does not cover everything that a district local plan would. Districts will continue to produce their own Local Plans setting out more detailed policies reflecting local circumstances. Appendix A sets out the policies in the GM district local plans which will be replaced by the GMSF 2020.

1.55 Once GMSF 2020 is adopted it will form part of each Greater Manchester authority's development plan. The evidence that underpins the GMSF 2020 will also inform district level plans.

Process for Producing the GMSF

1.56 Following a recommendation from AGMA Executive Board in November 2014, the 10 Local Planning Authorities 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. In November 2014 the first devolution agreement provided for an elected Greater Manchester Mayor with responsibility to produce a Spatial Strategy. The first Mayor was elected in May 2017. It was intended that this would be the first Spatial Development Strategy prepared outside of London. The regulations are not fully in place to allow for the preparation of the type of Spatial Development Strategy we require, so the GMSF is continuing as a Development Plan Document.

1.57 This consultation will be undertaken under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This is known as the 'Publication stage', a formal consultation on the draft joint DPD which it is intended to submit to the Secretary of State for examination.

1.58 At this stage, whilst anyone can make a representation on any point, only those pertaining to ' soundness' will be taken into account by the Inspector(s). The term 'sound' is used to describe a Local Plan that has been prepared in accordance with what Government expects of local planning authorities. These expectations are set out in paragraph 35 of the National Planning Policy Framework:

- "Positively prepared - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development". **This means that the Greater Manchester councils must produce a plan which promotes economic growth and makes provision for the homes, employment and infrastructure which it determines is needed.**
- "Justified - the plan should be an appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence". **This means that the Greater Manchester councils must have considered other policies and determined its approach based upon the most up to date and robust evidence including population figures, economic forecasts, Strategic Housing Market Assessment, land availability etc.**
- "Effective - the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities". **This means that the Greater Manchester councils must be confident that the policies within the GMSF can be achieved within the plan period (2020 to 2037). Greater Manchester councils must also work with neighbouring authorities such as Rossendale, Cheshire East, Warrington and Derbyshire.**
- "Consistent with national policy - the plan should enable the delivery of sustainable development in accordance with the policies within the National Planning Policy Framework". **The National Planning Policy Framework sets out the Government's policies for planning in England. Policies within the GMSF must not conflict with these policies.**

1.59 At the end of the consultation period, the draft joint DPD and all representations received are then sent to the Secretary of State (the "Submission stage") pursuant to Reg. 22 of the Local Planning Regulations. Submission is likely to happen in summer 2021. The Secretary of State will pass these on to the Planning Inspectorate who will arrange an Examination into the plan.

How to Get Involved

1.60 The consultation will begin on 1st December 2020 and run for 8 weeks, ending on 26th January 2021.

1.61 The consultation portal gmconsult.org will become live at the beginning of the consultation.

1.62 The easiest way to respond is online - it counts just as much as a postal submission and is easy to do. You can access the online consultation at gmconsult.org. once the consultation has formally begun. This will help all of us to stay safer both in terms of responding but also when staff are handling the responses. However, we know that some people prefer to respond by email or post. Details of how to respond by email or post will be made available.

1.63 If you have any questions about the process, how to access the documents or how to respond when the consultation opens, you can email planningandhousing@greatermanchester-ca.gov.uk or leave a message on the following number 0161 778 7006 and someone will get back to you.

Context

Greater Manchester

2.1 Greater Manchester has a long and proud history. It 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 Greater Manchester consists of the ten local authority areas of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, 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.

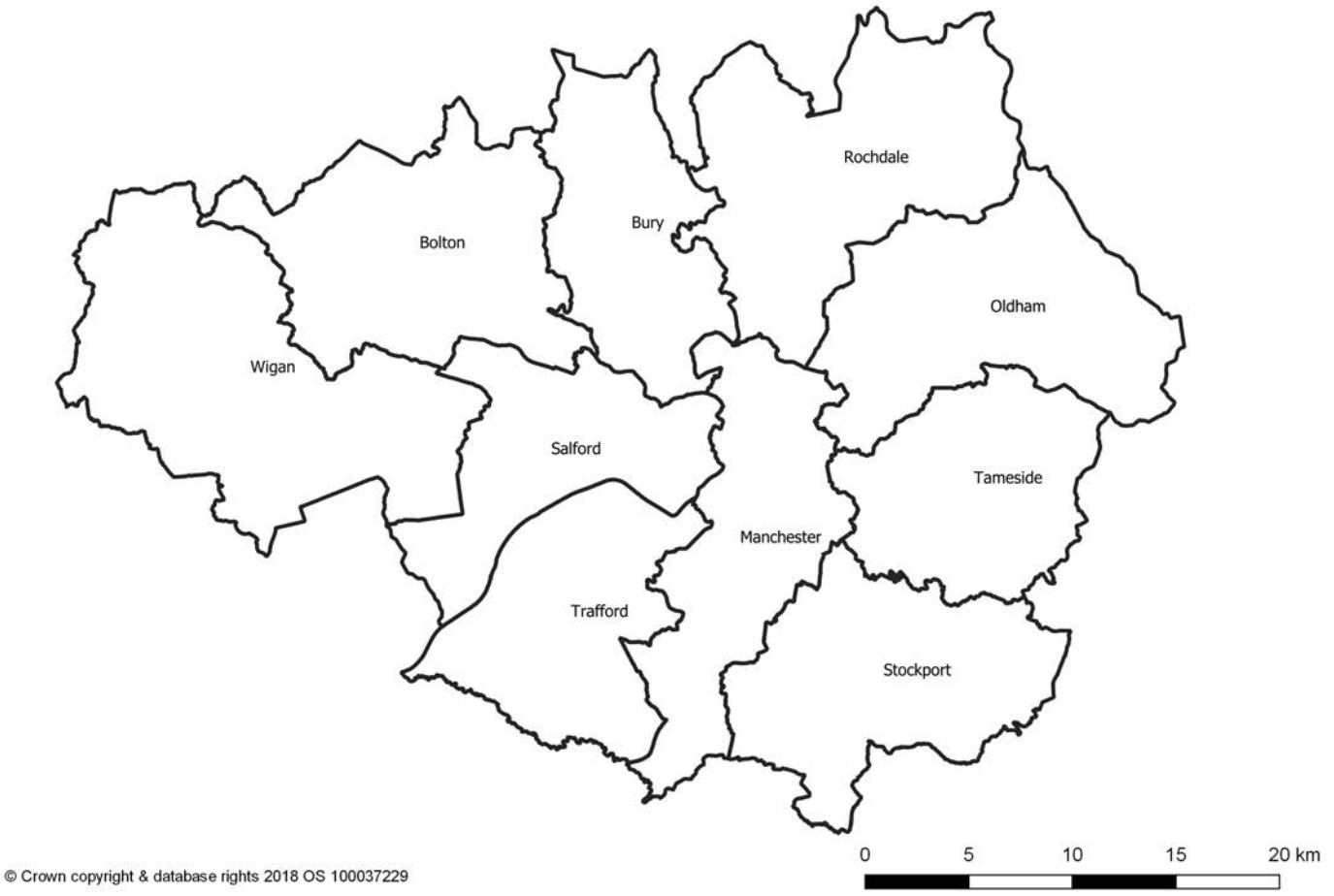


Figure 2.1 The 10 districts of Greater Manchester

2.4 Greater Manchester is home to around 2.8 million people, and has seen an increase of over 200,000 residents in the last decade alone. The population is forecast to grow by around another 190,000 people by 2037, and this, in turn, will contribute to a significant increase in households. 69% 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 40% 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 population growth over the period 2020-2037.

2.5 Greater Manchester is one of the most economically diverse conurbations in the UK.[(1)] 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.

1 ONS (2016) Krugman Specialisation Index

2.6 Around 1.4 million jobs are provided within Greater Manchester, 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 2037, with similar changes in the sectoral mix to the recent past, although a more ambitious accelerated growth scenario estimates an increase of just over 170,000 jobs. 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[(2)] 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 2020-37, 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 upon Greater Manchester 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 in 2020 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 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 (ie "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 GMFM 2018

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 Greater Manchester 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, HS2 station proposals and improving the connections to other areas of Greater Manchester, which will all assist growth within Greater Manchester. 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 another important asset for Greater Manchester, 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. The strong cultural identity of Greater Manchester 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 Greater Manchester 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 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 with approximately 22 million people living within two hours of it. More locally, the emerging Airport City development (part of the Greater Manchester Enterprise Zone) is creating a major new economic asset for Greater Manchester, attracting global occupiers and investment attracted by the unrivalled connectivity.

2.15 Excellent international freight connections will also support Greater Manchester's 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 whole of Greater Manchester to benefit from 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 The GMSF seeks to enhance and take advantage of these outstanding international connections, supporting the long-term growth of Greater Manchester and the ability of residents to share in its benefits. Greater Manchester is 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 Greater Manchester, but also major improvements in transport connections to other parts of the North, including Northern Powerhouse Rail and motorway network enhancements.

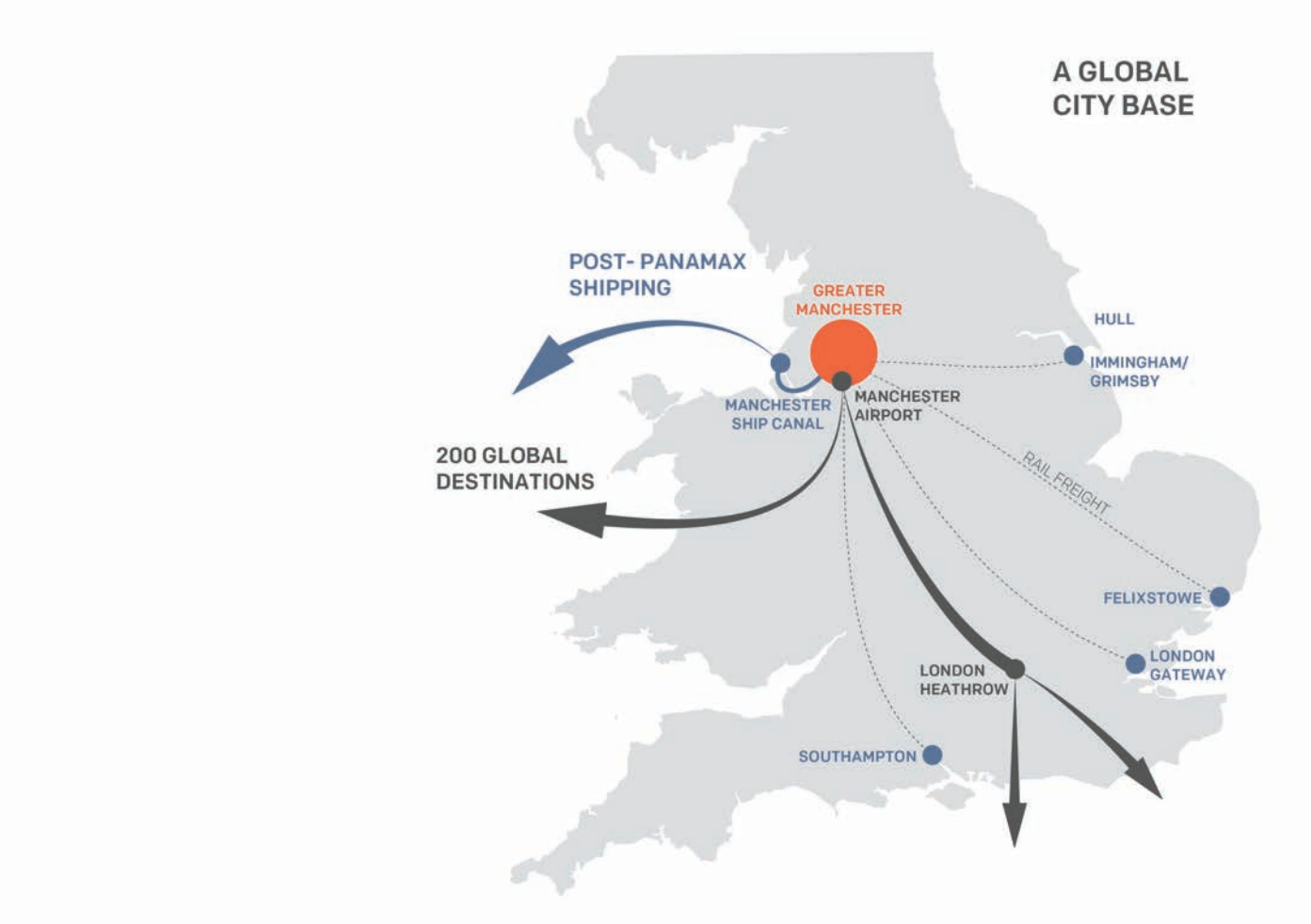


Figure 2.2 A Global City

A Top Global City

2.17 By the end of the GMSF period, Greater Manchester aims to be a top global city.[3] 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.

2.18 Having a stronger international outlook will be an essential aspect of this. Greater Manchester 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 our Local Industrial Strategy.

3 GMCA, The Manchester Growth Company and Greater Manchester Local Enterprise Partnership (2017) *The Greater Manchester Internationalisation Strategy 2017-2020* GMCA, Our People, Our Place: Greater Manchester Strategy (2017)

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.

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.

HS2

2.23 Greater Manchester currently benefits from good links to London, with direct rail routes from the City Centre, Stockport and Wigan taking around two hours. The proposed HS2 high-speed rail connections will reduce journey times to London to 67 minutes from the City Centre and just over an hour from Manchester Airport. They would also bring the major regional city of Birmingham within 41 minutes by train. These enhanced connections will help to deliver a more integrated national economy, opening up much greater business opportunities to support UK growth. The timely delivery of HS2 will have major benefits for the Country as a whole as well as for Greater Manchester. The benefits of HS2 are multiplied when combined with Northern Powerhouse Rail (NPR) and other committed investments in our rail networks. 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 to support the HS2 and NPR

facilities which will embed them within our wider strategic plans, 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".[4]

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 within Greater Manchester for the wider benefit of the North.

4 HM Government (November 2016) Northern Powerhouse strategy

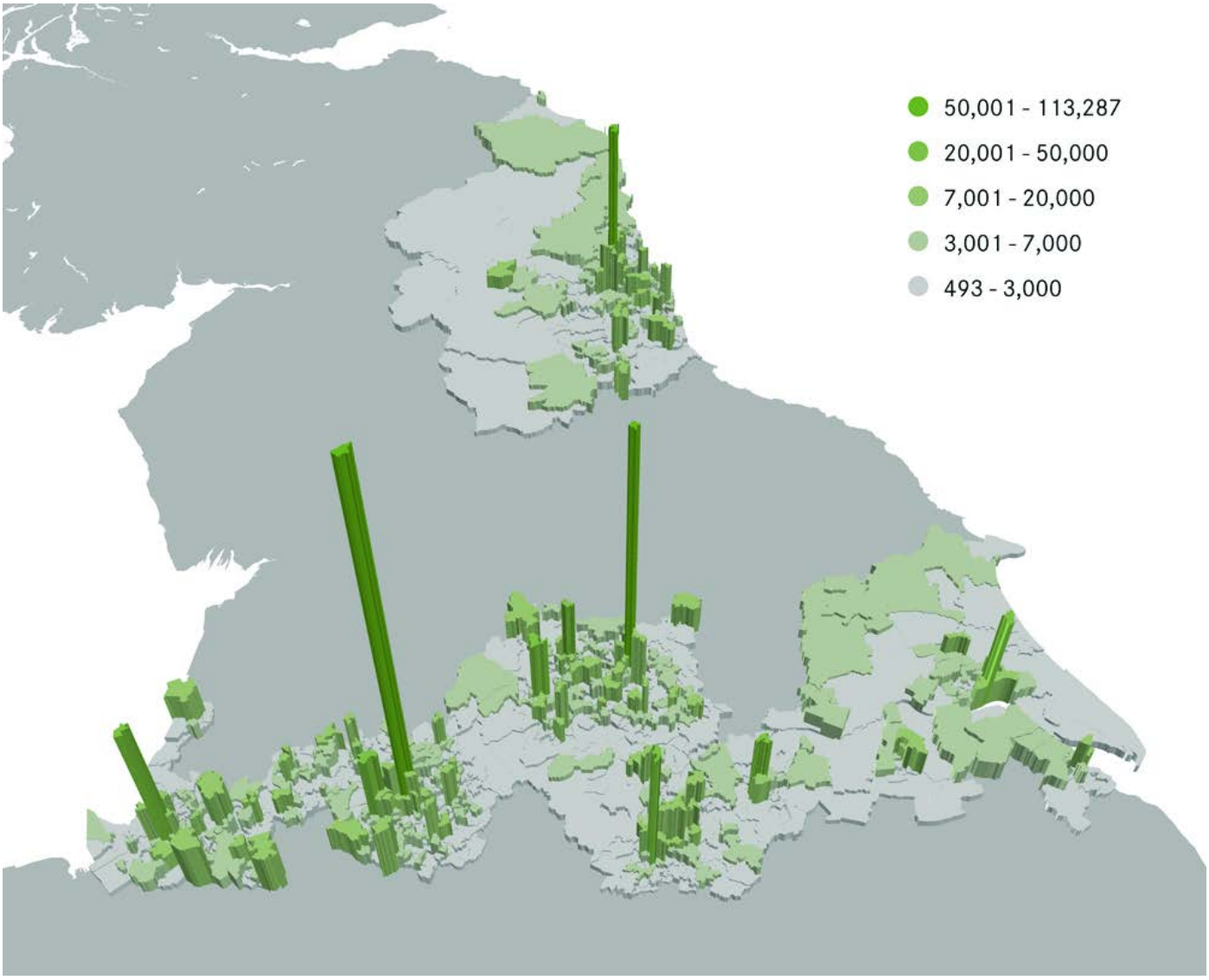


Figure 2.3 Geography of jobs across the Northern Powerhouse (source: Centre for Cities (June 2015) Northern Powerhouse factsheet: Key figures on the city regions in the Northern Powerhouse, p.5)

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 the proposed HS2 services to London.

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 Greater Manchester and the wider North.

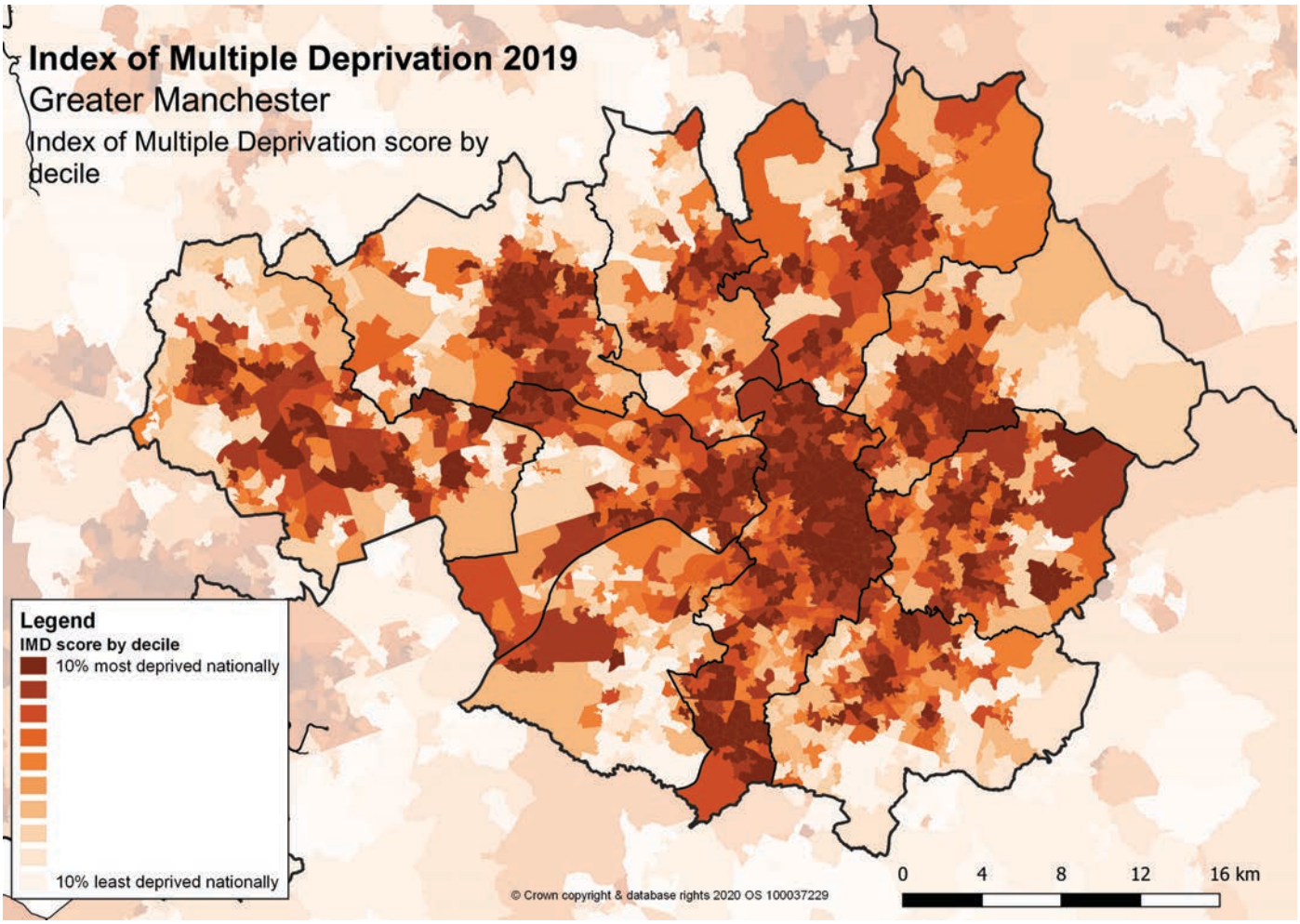
2.28 Greater Manchester is therefore ideally placed to drive growth in the North of England, and help provide a balance to the strength of London and the South East. However, this will not only require an appropriate scale and distribution of development and infrastructure investment within Greater Manchester,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

Inclusive Growth Within Greater Manchester

2.29 Over recent years, growth 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.[5] Population increased by around 20% in Manchester, Salford and Trafford over that period compared to just 5% in the other seven districts (combined) of Greater Manchester, although this contrasts with the preceding half century when Manchester and Salford lost well over one-third of their population.[6] This concentration of growth is likely to continue in the future, with Manchester, Salford and Trafford forecast to account for 45% of population growth over the period 2020-2037, around 60% of GVA growth, and 90% of the increase in employment.[7] This would consolidate the concentration of growth in the central and southern areas of Greater Manchester.

5 ONS mid-year population estimates, and Greater Manchester Forecasting Model 2018
6 GB Historical GIS / University of Portsmouth, Bolton District through time | Population Statistics | Total Population, A Vision of Britain through Time, 1951-2001
7 ONS 2018-based sub-national population projections, and Greater Manchester Forecasting Model 2018

2.30 Picture 2.2 '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 Greater Manchester, 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.[8]



Picture 2.2 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.[9] When a broad range of socio-economic measures are considered, such as levels of economic activity, qualifications, occupation, household incomes, house prices,

8 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

9 Office for National Statistics (March 2016) Towns and cities analysis, England and Wales, March 2016, p.18 – based on the proportion of lower super output areas in the most deprived 20% in England and Wales, using the 2015 Index of Multiple Deprivation

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 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.[10]

Key challenges for the GMSF

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

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

10 ONS: Ward-level population estimates (Experimental Statistics) 2002-2016 (released October2017).

Our 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 Everything in the GMSF is designed to support the achievement of this vision. However, the GMSF 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 GMSF.

3.3 Figure 3.1 'Key Diagram' illustrates the GMSF's spatial strategy, showing the locations that will be the main focus for development in Greater Manchester from 2020 up to 2037.

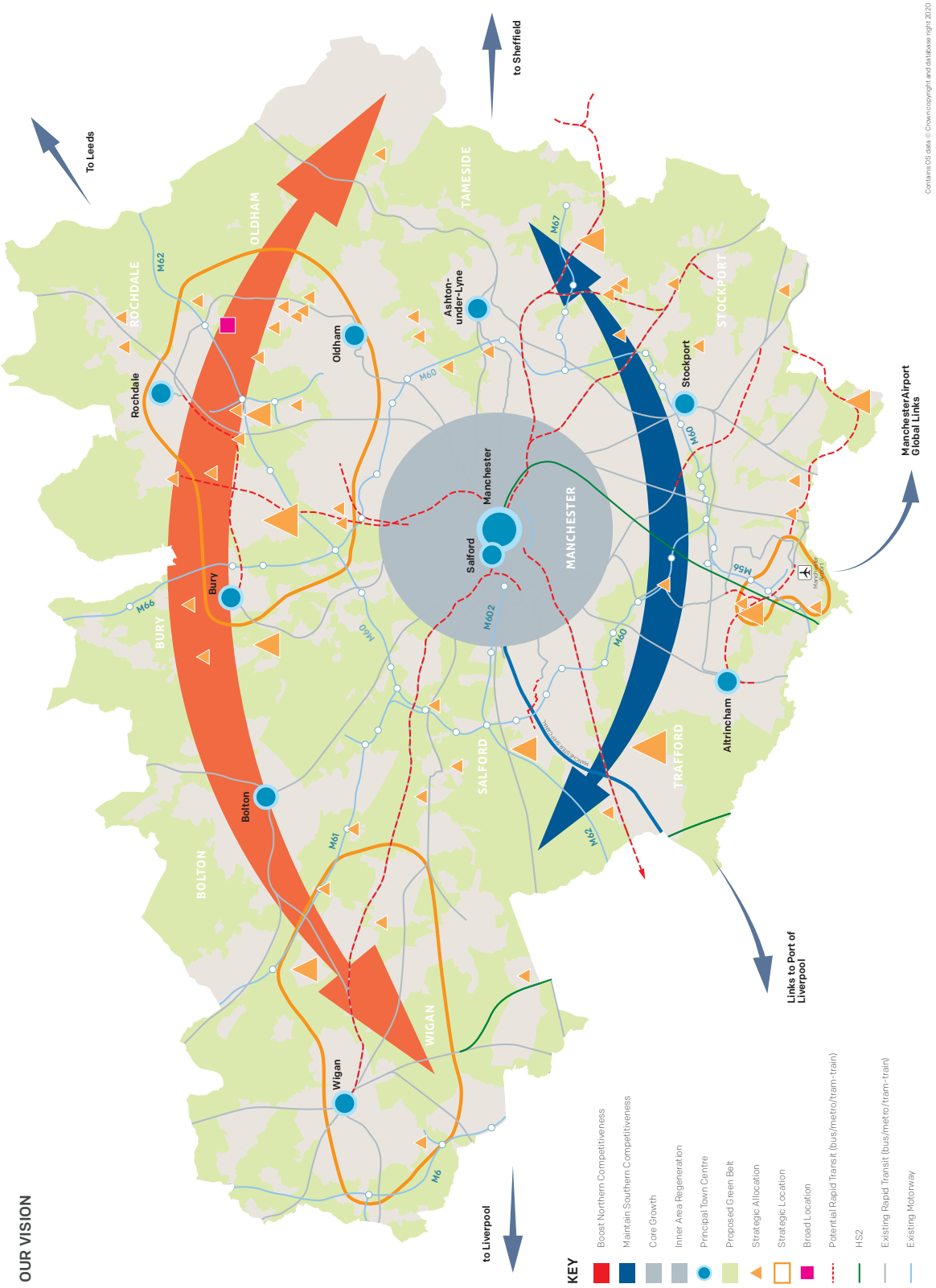


Figure 3.1 Key Diagram

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

Ensure 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 prime 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 economic 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 Greater Manchester's 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

Ensure 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 the special landscapes across Greater Manchester, 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 GM wide health strategies.

Our Strategy

Inclusive Growth

4.1 The central theme of the spatial strategy for Greater Manchester 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 across Greater Manchester that help to address disparities; and
- Creating a Greater Manchester 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. Stockport is projected to have the next highest growth rates, further consolidating the concentration of growth in the central and southern districts of the city region. 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 the GMSF is to manage the conflicting demands on the finite land resources of Greater Manchester. 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 by Greater Manchester 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 to prioritise the reuse of previously-developed (brownfield) land 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.

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 sub-region 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 the needs of Greater Manchester 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 areas also have 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 The spatial strategy for Greater Manchester 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 GMSF 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 GMSF seeks to boost significantly the competitiveness of the northern parts of Greater Manchester, whilst ensuring that the southern areas continue 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.

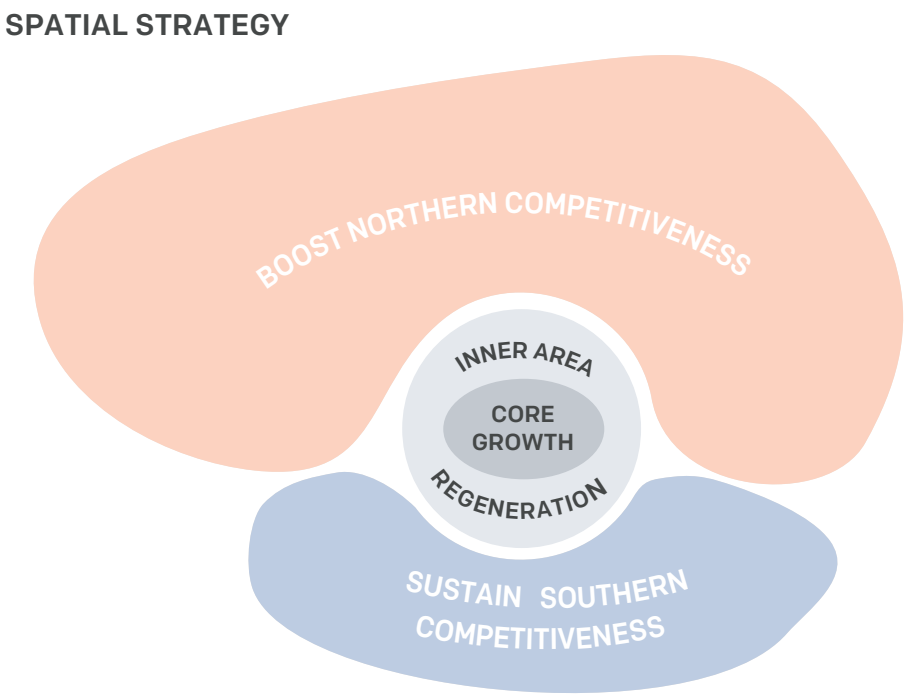


Figure 4.1 Spatial Strategy

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: Stockport, most of Trafford, and south Manchester

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 eight main town centres are located within the northern and southern areas.

Core Growth Area

4.23 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.

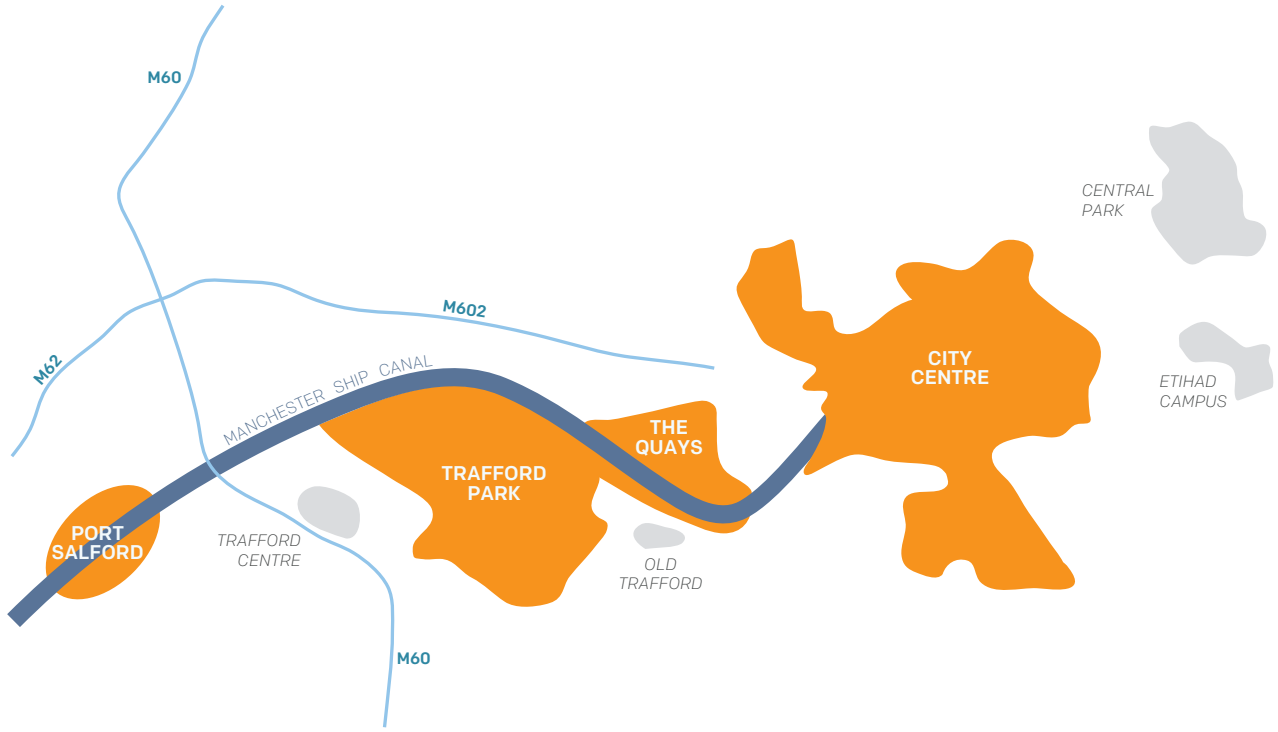


Figure 4.2 Core Growth Area

4.24 A strong focus of growth in the Core Growth Area, particularly the City Centre and the Quays, is fundamental to the overall strategy for Greater Manchester. 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.

4.25 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.

4.26 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 GM-Strat 1

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. These homes will be supported by necessary green spaces and social infrastructure and will be of an appropriate design.

Infrastructure provision will support the growth and continued capacity of the Core Growth Area having particular regard to the Greater Manchester Transport Strategy 2040 refresh and accompanying Delivery Plans.

City Centre

4.27 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.

4.28 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 HS2 and Northern Powerhouse Rail, will dramatically reduce journey times to London, Birmingham and 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.

4.29 Although there is already a very high level of activity within the City Centre, the area has significant development potential and will be the largest source of new jobs and homes in Greater Manchester over the next few decades. 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 GM-Strat 2

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 considerably by a range of high density new homes, supported by necessary infrastructure. Development will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty.

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 complements, rather than displace the area's non-residential functions and will seek to protect and enhance the city centre's historic environment and assets.

Over the period 2020-2037, land to accommodate around 2,200,000 sqm of office floorspace, over 35,000 new dwellings and minimal industry and warehousing (just over 35,000 sqm) has been identified within the City Centre.

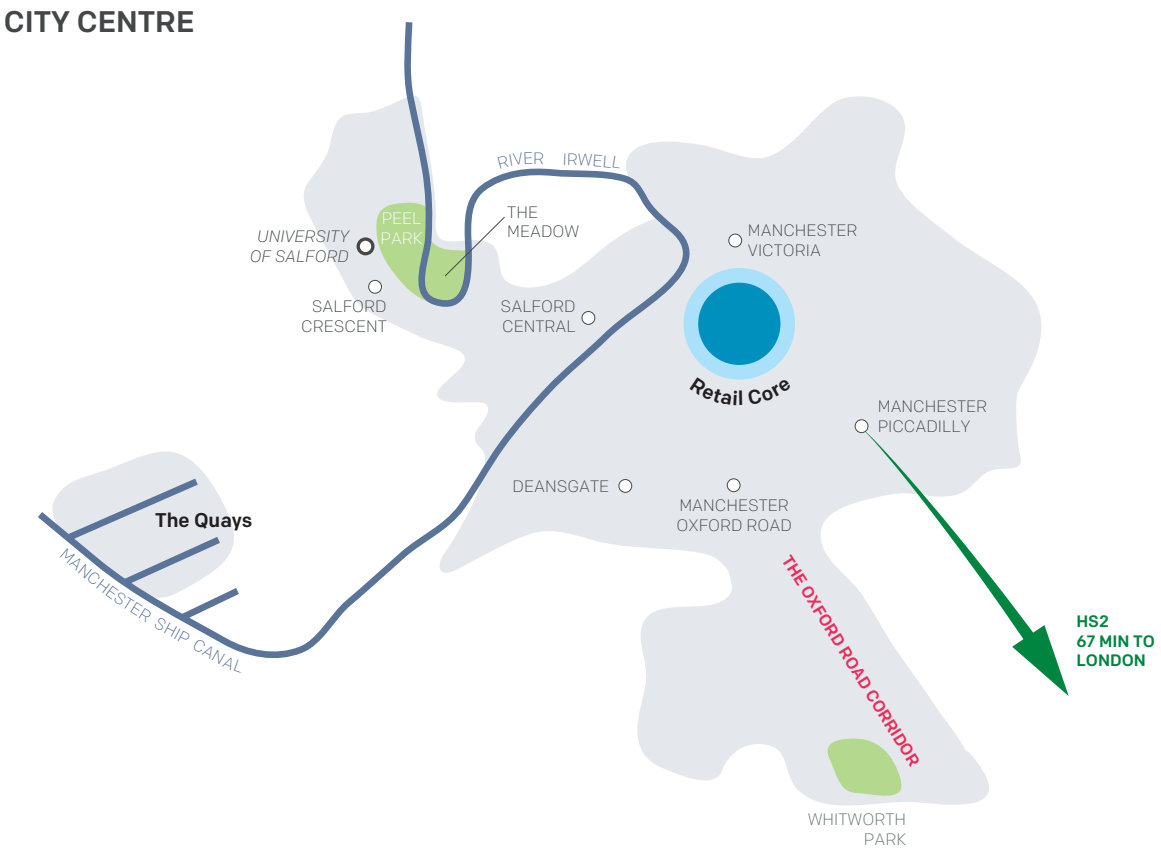


Figure 4.3 City Centre

The Quays

4.30 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.

4.31 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.

4.32 Although the Quays has seen very significant levels of investment in recent years, there is still enormous development potential within the area across all of its functions, including major expansion of the digital/creative cluster and significant residential opportunities. It offers significant opportunity to maximise the use of previously developed land by delivering large scale residential development close to a major source of jobs, education 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 GM-Strat 3

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 to reduce levels of unemployment and poverty in Greater Manchester's communities. The high environmental quality of the Quays (including its public realm, green infrastructure, wildlife sites and heritage assets) will be protected and enhanced as its essential distinguishing features, and excellent, distinctive design will continue to be a priority.

Over the period 2020-2037, land to accommodate around 192,000 sqm of office floorspace, around 12,500 new dwellings and minimal industry and warehousing (around 6,000 sqm) has been identified within the Quays. The new homes will be a range of high density homes, close to major sources of jobs and education, supported by the necessary infrastructure and amenities. Major improvements in accessibility by public transport, cycling and walking will be sought, including much better links to key rail stations and greater connectivity with the City Centre.

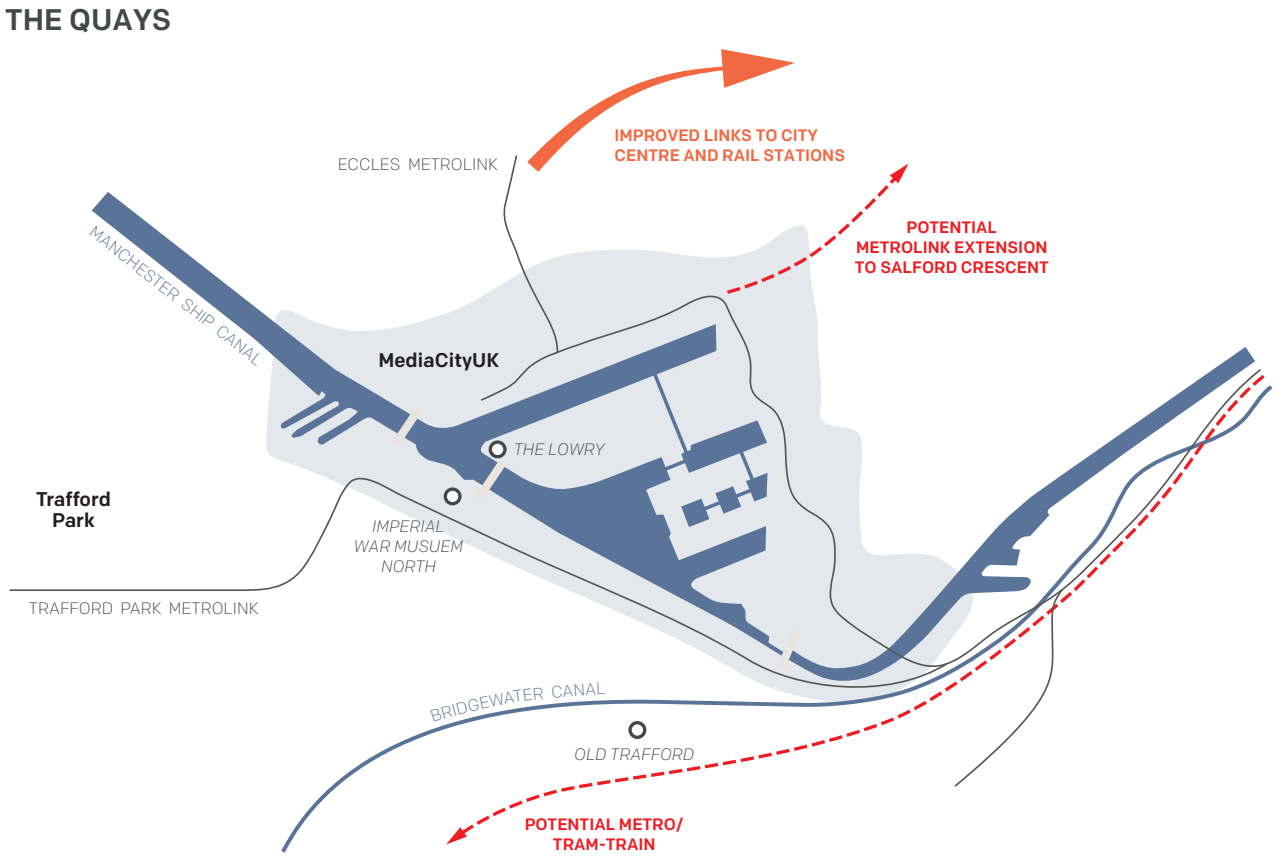


Figure 4.4 The Quays

Port Salford

4.33 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".

4.34 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.

4.35 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 the GMSF 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.

4.36 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.

4.37 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 GM-Strat 4

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 GM Allocation 30 'Port Salford Extension'.

The development of Port Salford must ensure that necessary transport infrastructure is delivered, including highway improvements to accommodate the likely scale of traffic generation, in a way that is compatible with 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.

PORT SALFORD

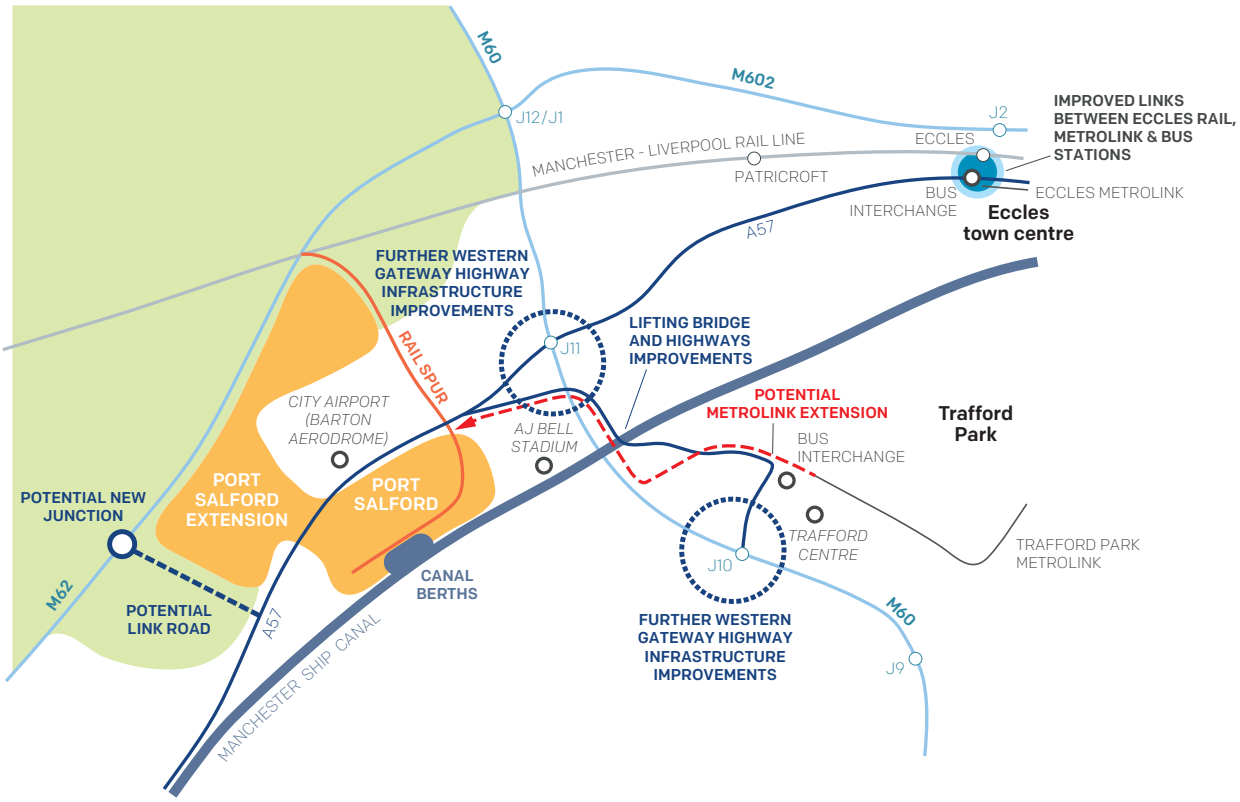


Figure 4.5 Port Salford

Inner Area Regeneration

4.38 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.

4.39 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[(11)] 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 distinctive, with increases of 36% in 0-17 year olds, 42% in 18-29 year olds and 37% for

11 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.

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.[12]

4.40 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.

4.41 Increasing housing provision in the inner areas would enable more people to access easily the opportunities of the Core Growth Area by walking, cycling and public transport and thereby reducing the need to travel. Maintaining a good supply of affordable housing will be especially important, helping to reduce travel costs for those on lower incomes who need access to the Core Growth Area for employment and services.

4.42 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.

Policy GM-Strat 5

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 well-designed new development will be accommodated in this highly accessible and sustainable location, prioritising the use of previously developed land.

New development will be of high quality, predominantly, residential (in a mix of size, type and tenure). It will be supported by necessary infrastructure, including high quality open space and improved access to the wider green infrastructure network, together with improved transport and social infrastructure.

12 ONS ward-based mid-year population estimates (experimental) 2002-2017 - see www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/wardlevelmidyearpopulationestimatesexperimental.

Where a mix of uses is being proposed it will seek to protect the amenity of existing and new residents and it will seek to protect and enhance the location's historic and natural environment and assets.

New development will be integrated with existing communities, enhancing the quality of places and their local character, including through good quality design, enhanced green infrastructure (and access to it) and improvements in air quality.

Over the period 2020-2037, land to accommodate around 270,000 sq m of office, around 132,000 sq m of industry and warehousing and around 30,000 new dwellings has been identified within the inner areas.

Boosting Northern Competitiveness

4.43 Over recent years, the northern areas of Greater Manchester 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.

4.44 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 and north-west Stockport. 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.

4.45 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.

4.46 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.

4.47 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 economic 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.

4.48 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. The GMSF 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 GM Allocation 15 'Chew Brook Vale (Robert Fletchers)'), Bamford/Norden in Rochdale (Policy GM Allocation 20 'Bamford / Norden') and East of Boothstown in Salford (Policy GM Allocation 28 'Land east of Boothstown') although many other sites have the potential to attract skilled workers and hence boost the competitiveness of the north.

Policy GM-Strat 6

Northern Areas

A significant increase in the competitiveness of the northern areas will be sought. There will be a strong focus on prioritising the re-use of brownfield land through urban regeneration, enhancing the role of the town centres and increasing the mix, type, quality and range of residential offer. This will be complemented by improvements to transport connectivity and the selective release of Green Belt and previously safeguarded land in key locations that will help to boost economic opportunities and diversify housing provision (GM-Strat 7 and GM-Strat 8). Improving transport connections and accessibility by public transport, cycling and walking will be a priority to ensure access to key employment opportunities. In supporting the principles of inclusive growth, the significant increases in economic growth in this location will help to reduce deprivation.

Development in this location will be of good quality and design, supported by the necessary infrastructure and amenities including improved access to green spaces.

Development in this location, particularly that on land which is being proposed to be released from the Green Belt, will seek to identify opportunities to protect and enhance the natural and historic environments to improve the local character.

North-East Growth Corridor

4.49 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 (GM-Strat 7). The scale of this initiative is considered necessary in order to transform perceptions of, and opportunities within, the north of Greater Manchester. There are two major sites where land is removed from the Green Belt through this plan, as well as a 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.

4.50 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 but 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. 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.

4.51 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.

4.52 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.

4.53 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 GM-Strat 7

North-East Growth Corridor

Lying within the area and policy framework covered by GM-Strat 6, the North-East Growth Corridor which extends eastwards from Junction 18 of the M62 will deliver a nationally-significant area of economic activity and growth which will be supported by a significant increase in the residential offer in this location, including in terms of type, quality and mix, thereby delivering truly inclusive growth over the lifetime of the plan.

Over the period 2020-2037, land to accommodate almost 1 million sqm of new employment floorspace and almost 23,000 new dwellings has been identified within the whole Growth Corridor.

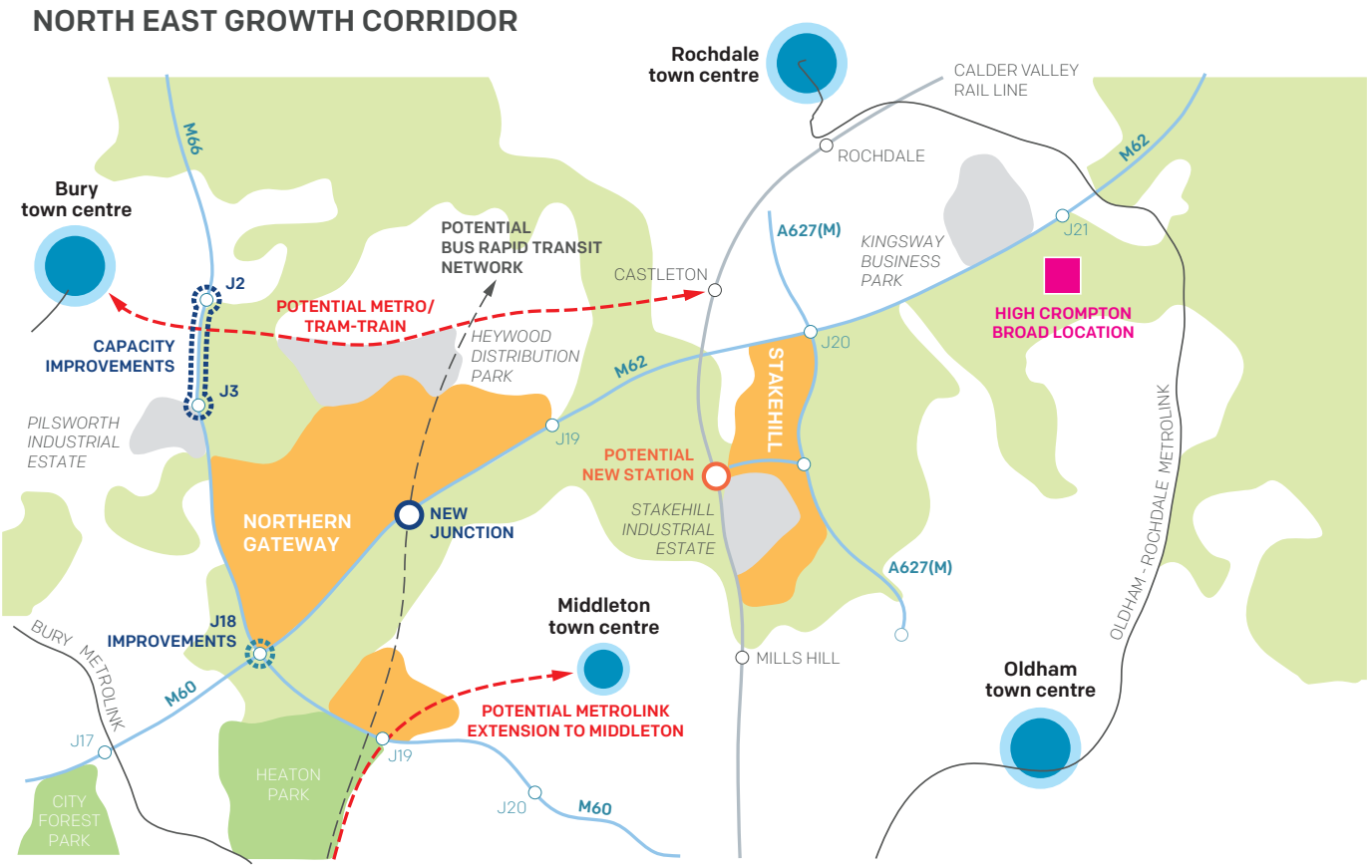
Specifically the GMSF allocates two major sites within the area, and makes associated changes to the Green Belt boundaries, to support this growth:

- Policy GM Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)'
- Policy GM Allocation 1.2 'Simister and Bowlee (Northern Gateway)'
- Policy GM Allocation 2 'Stakehill'

In addition to these two allocations, there is considered to be a potential opportunity for further expansion of the economic and residential offer in the eastern most part of this key gateway location. As such the GMSF Key Diagram identifies the High Crompton Broad Location. The land will remain in the Green Belt until such time that a review of the GMSF and / or the Oldham

Local Plan can demonstrate that it is fully justified. The opportunity presented by the High Crompton Broad Location would serve to meet future employment and housing needs and demand of businesses and local communities in this part of the conurbation well beyond the end of the plan period. Well designed, sustainable development at this Broad Location would diversify further the employment and housing offer in Oldham by ensuring truly inclusive growth could be achieved which would help to reduce further the levels of deprivation and poverty.

The development of the area must ensure that necessary infrastructure is delivered to accommodate the likely scale of development.



Picture 4.2 North-East Growth Corridor

Wigan-Bolton Growth Corridor

4.54 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.

4.55 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.

4.56 There are numerous development sites already identified along this corridor, including some major brownfield sites such as those to the north of Leigh, south of Hindley and at Westwood Park. However, in order to maximise the contribution of this corridor to boosting the competitiveness of the northern areas, support the economic prospects of Wigan and Bolton, and maximise the benefits of new transport infrastructure, there is also selective release of land from the Green Belt for employment and housing development.

4.57 There are two significant assets at the eastern end of this growth corridor. Hulton Park is the proposed site for a Ryder Cup golf course and the Royal Bolton Hospital is a significant employer and the site of the Bolton College of Medical Sciences. The 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 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, with the current journey times of 2 hours set to reduce substantially with the arrival of HS2 services. The lowland wetland and mosslands are just to the south, forming part of the strategic green infrastructure network.

Policy GM-Strat 8

Wigan-Bolton Growth Corridor

Lying within the area and policy framework covered by GM-Strat 6, the Wigan – Bolton Growth Corridor will deliver a regionally-significant area of economic and residential development.

New highway infrastructure will 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 will be implemented, potentially including a Wigan to Bolton Quality Bus Transit corridor, conversion of the Atherton line to allow for metro/tram-train services, and the electrification of the Bolton to Wigan line.

Over the period 2020-2037, land to accommodate just over 1milion sqm of new employment floorspace and approximately 13,000 new dwellings has been identified within the area.

The majority of this new development will be on previously-developed land, within the urban area. However, in order to meet the overall spatial strategy, the GMSF allocates the following sites within the area, and makes associated changes to the Green Belt, to further support the success of the growth corridor:

- Policy GM Allocation 4 'Bewshill Farm'
- Policy GM Allocation 5 'Chequerbent North'
- Policy GM Allocation 6 'West of Wingates / M61 Junction 6'
- Policy GM Allocation 42 'M6 Junction 25'
- Policy GM Allocation 45 '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 land at Royal Bolton Hospital, including a health village.

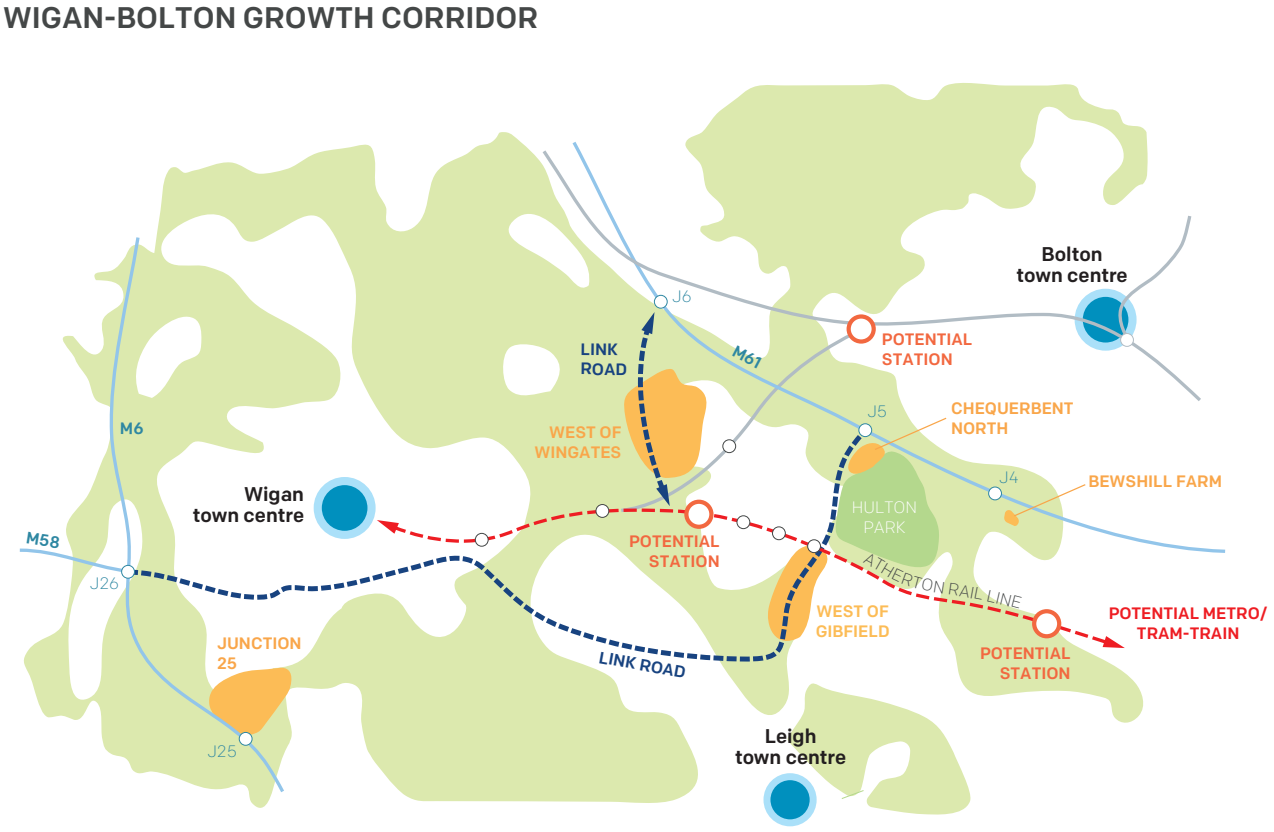


Figure 4.6 Wigan-Bolton Growth Corridor

Sustaining Southern Competitiveness

4.58 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.

4.59 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 HS2 and Northern Powerhouse Rail, the City Centre, Stockport and Manchester Airport will be amongst the best-connected locations in the country, and the southern areas will be well-located to take advantage of this.

4.60 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 particularly in Stockport.

4.61 The overall spatial strategy for Greater Manchester 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 town main 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.

4.62 Stockport provides an excellent opportunity to deliver sustainable communities in the heart of the southern urban area. Existing good transport connections will be improved to deliver links not only to the city centre but also to surrounding areas. This includes the consented Stockport Interchange, the masterplan for Stockport rail station and provision of Metrolink/tram-train network. Alongside the full package of public transport, walking and cycling improvements, the centre is able to provide residential living with a mix of housing alongside access to employment opportunities in those centres and beyond, whilst providing the services that make town centre living attractive. Stockport Council has already 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 order to drive economic growth whilst putting positive place-making at its heart. The Council's commitment to the delivery of significant investment in the town centre will bring about the regeneration of the centre and the GMSF presents the ideal opportunity to build upon the early successes.

4.63 Stockport's MDC will deliver a new community of up to 3,500 homes and approaching 100,000 sqm of commercial space over the next 15-20 years. More than 50 hectares of land to the west of the Town Centre will deliver significant regeneration on low density brownfield land and provide a new community which supports the economic viability of the town centre, providing a model for other GM towns and beyond. Its initial four-year pipeline of 1,000 new homes has already started to deliver an improved standard for Town Centre Living.

4.64 The MDC will deliver an affordable urban community that will focus on innovation and sustainability as two of its guiding principles. This is well encapsulated in the new future-ready Transport Interchange scheme to connect rail, buses, walking and cycling together with provision of 196 new homes, an 8,000 sqm urban green park and with access down to the River Mersey.

4.65 A significant amount of investment in both development and new and improved transport infrastructure will also 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 airport and on the main east-west axis extending along (but not exclusively) the airport relief road through to the Davenport Green area around the

proposed HS2 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.

4.66 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.

4.67 The southern areas benefit from their proximity to prosperous locations just outside Greater Manchester, 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 GM boundary, to the south, to the need to work with our partners to coordinate major development close to the boundaries of Greater Manchester, such as the North Cheshire Growth Village in Cheshire East is recognised, particularly in terms of transport implications.

Policy GM-Strat 9

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 prioritising the re-use of brownfield land and promoting the roles of the areas' town centres (including Greater Manchester's first MDC in Stockport town centre where 3,500 new homes and 100,000 sqm of commercial floorspace will be delivered) and its other key assets, including education and training facilities enabling people to gain access to employment opportunities. There will be an increase in the mix, type, quality and range of residential offer and a strengthening of its economic role. This will be complemented by improvements to transport connectivity, local character and the selective release of Green Belt in key locations.

The economic potential of, and benefits of investment in, Altrincham and Stockport Main Town Centres and Manchester Airport and Stockport Town Centre, along with associated transport infrastructure will be maximised. There will be an emphasis on improving transport connections and accessibility by public transport, cycling and walking, ensuring access to key employment opportunities in this area. Development in these areas will contribute to reducing poverty and will be inclusive.

Development in these locations will be of good quality and design, supported by the necessary infrastructure and amenities and will seek to identify opportunities to protect and enhance the natural and historic environments and to improve the local character.

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 (part of the Greater Manchester Enterprise Zone) 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[(13)] 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. In 2020 Manchester Airport Group (MAG) published a new Corporate Social Responsibility (CSR) Strategy.[(14)] In producing the CSR, MAG recognises that aviation will be one of the hardest industries to decarbonise and as such their new Strategy sets out a commitment to achieving “net zero carbon” emissions from their airport operations by 2038, ahead of the 2050 national target. The CSR has been developed at this important time, with growing awareness of the need to tackle both global and local challenges. The CSR sets out MAG’s ambitious commitments which will guide the sustainable development of the airport. It sets out ways MAG will achieve zero carbon status; how MAG will create quality employment opportunities for all and; how MAG will engage with communities.

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 will serve to maximise

13 Beyond the Horizon. Making best use of existing runways. DfT June 2018 - see www.gov.uk/government/publications/aviation-strategy-making-best-use-of-existing-runways

14 https://www.magairports.com/responsible-business/our-responsibility-plans/

the benefits of recent/ongoing investment in the A556 and M6 J19 improvements. Highways England 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 HS2 station with journey times to London of just over an hour, and the planned 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 Rapid Transit service(s) along new spine roads linking development in Timperley Wedge and Medipark into the existing urban areas of Altrincham and Wythenshawe. On the eastern side, delivery of Metrolink/tram-train between Stockport town centre and the Airport and the Bus Rapid Transit network into Stockport and Cheshire East will provide key public transport connectivity improvements. 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 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 HS2 station, enabling more residents and businesses to take advantage of the outstanding connectivity in an area of high market demand.

Policy GM-Strat 10

Manchester Airport

Lying within the area and policy framework covered by GM-Strat 9 this policy seeks to maximise the benefits to Greater Manchester of the continued operation and sustainable growth of Manchester Airport and its surrounding locality. Development which is in line with:

- Government policy
- Manchester's Local plan policies and
- Manchester Airport Group's Corporate Social Responsibility Strategy

will be supported delivering a sustainable world class airport which will help to address issues raised by climate change. With high quality services and facilities it will be the UK's 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 the economic and social regeneration of GM. It will be central to raising the global profile and economic performance of Greater Manchester.

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

A. The development of a new HS2 station immediately to the west of the airport;

B. Northern Powerhouse Rail connections to other city regions;

C. The construction of the Western Leg extension of Metrolink via the proposed HS2 station, connecting through Davenport Green back to the existing line near Wythenshawe Hospital;

D. The construction of a direct Metrolink/tram-train link between Stockport and the Airport;

E. Improved local public transport services and connections such as Bus Rapid Transit links by a new spine road through the Timperley Wedge allocation towards Altrincham;

F. Improved local public transport services and connections, such as Bus Rapid Transit links to the Stockport and Cheshire East areas;

G. 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;

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;

3. Delivering approximately 60,000 sqm of office floorspace around the new HS2 station;

4. Providing a minimum of 1,700 new homes to the west of the M56 at Timperley Wedge, up to 2037;

5. Providing a minimum of 2,125 new homes along the route of BRT at allocations in Stockport;

6. Providing sufficient development opportunities to take full advantage of the introduction of HS2 and NPR into this location.

The GMSF allocates three sites near the airport, and makes associated changes to the Green Belt boundaries, to support these developments:

- Policy GM Allocation 3.1 'Medipark'
- Policy GM Allocation 3.2 'Timperley Wedge'
- Policy GM Allocation 10 'Global Logistics'

The GMSF also allocates three further sites along the eastern BRT network and makes associated changes to the Green Belt boundaries, to support these developments:

- 'Heald Green 1 (West)'
- 'Heald Green 2 (East)'
- 'Woodford Aerodrome'

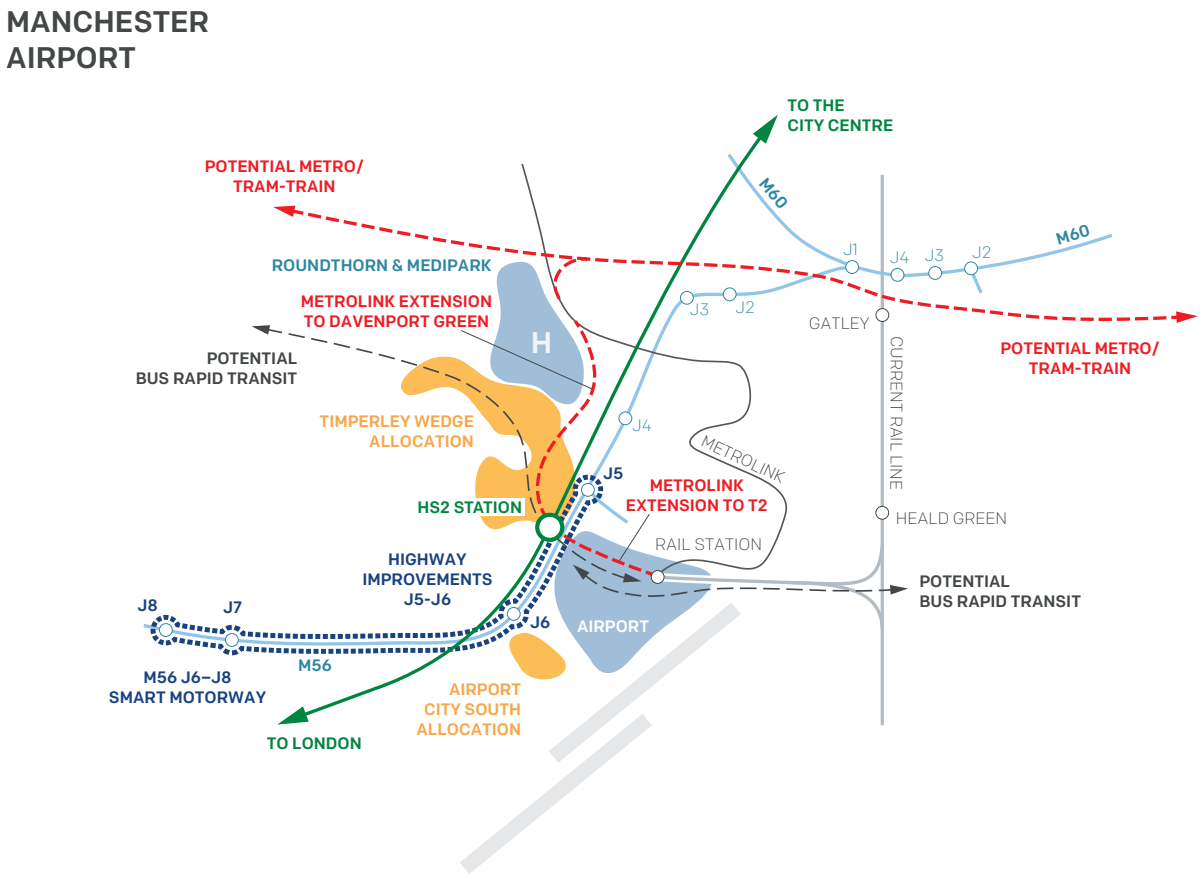


Figure 4.7 Manchester Airport

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 a 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 GMSF period.

Policy GM-Strat 11

New Carrington

Lying within the area and policy framework covered by GM-Strat 9 this policy seeks to deliver a significant mixed use development. Over the period 2020-2037 land to accommodate around 4,300 dwellings and 350,000 sqm of employment floorspace has been identified and will be delivered together with a new local centre.

New development will be fully integrated with the existing communities of Carrington, Partington and Sale West, enhancing the quality of places and their local character, including through good quality design, enhanced green infrastructure (and access to it) 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 GM Allocation 41 'New Carrington'allocates the development site and provides more detailed requirements for its implementation.

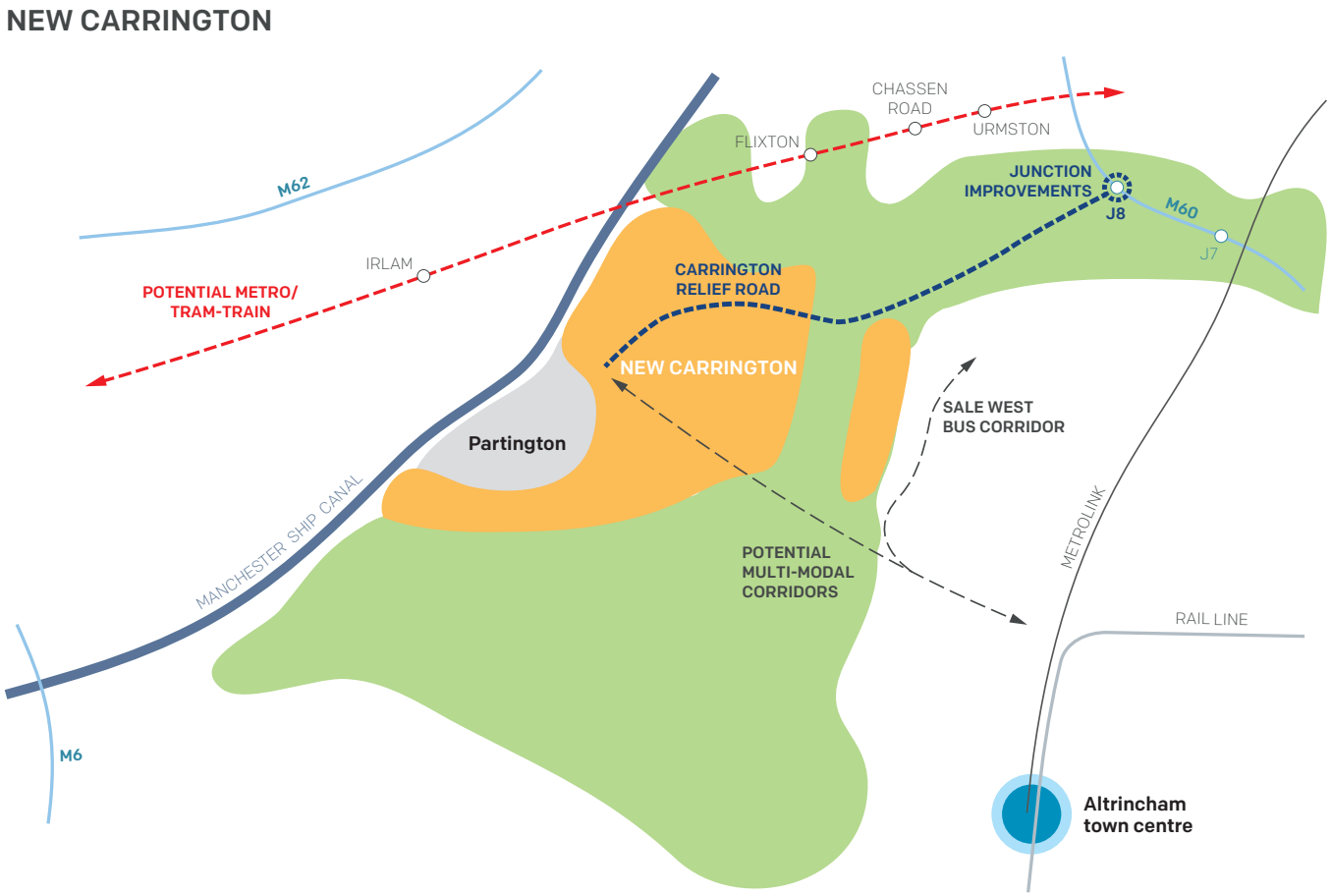


Figure 4.8 New Carrington

Main Town Centres

4.76 There are eight main town centres in Greater Manchester: Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport 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 ten 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 to be prioritised in development. 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 and the Quays, both for businesses to locate and skilled workers to live, whilst providing excellent access to services and facilities. The public transport corridors into the main town centres will also have an important function, especially as a location for new housing, further increasing the number of people with easy access to town centre facilities by sustainable modes of transport.

Policy GM-Strat 12

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.

A new town centre is proposed for designation at Salford Quays in the Publication Draft Salford Local Plan: Development Management Policies and Designations. Should that designation become part of Salford's Adopted Local Plan, development in that location will be subject to this policy.

Strategic Green Infrastructure

4.80 Green infrastructure (the network of green and blue spaces and features) provides a range of vital environmental services for Greater Manchester, 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 ‘A Greener Greater Manchester' (8 'A Greener Greater Manchester').

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 the spatial strategy. 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 GM-Strat 13

Strategic Green Infrastructure

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

1. River valleys and waterways (see Policy GM-G 3 'River Valleys and Waterways')
2. Lowland wetlands and mosslands (see Policy GM-G 4 'Lowland Wetlands and Mosslands')
3. Uplands (see Policy GM-G 5 'Uplands')
4. Trees and woodland (see Policy GM-G 7 '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 Greater Manchester's network of green infrastructure, including protecting and enhancing sites of ecological value. This will enable Greater Manchester's 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 HS2 and Northern Powerhouse Rail will consolidate 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. Together they will provide high speed rail connections to London via Birmingham and faster direct routes to Leeds, Sheffield and Liverpool.

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 the GMSF, 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 almost half of the trips made by Greater Manchester 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 in Greater Manchester, 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 GM-Strat 14

A Sustainable and Integrated Transport Network

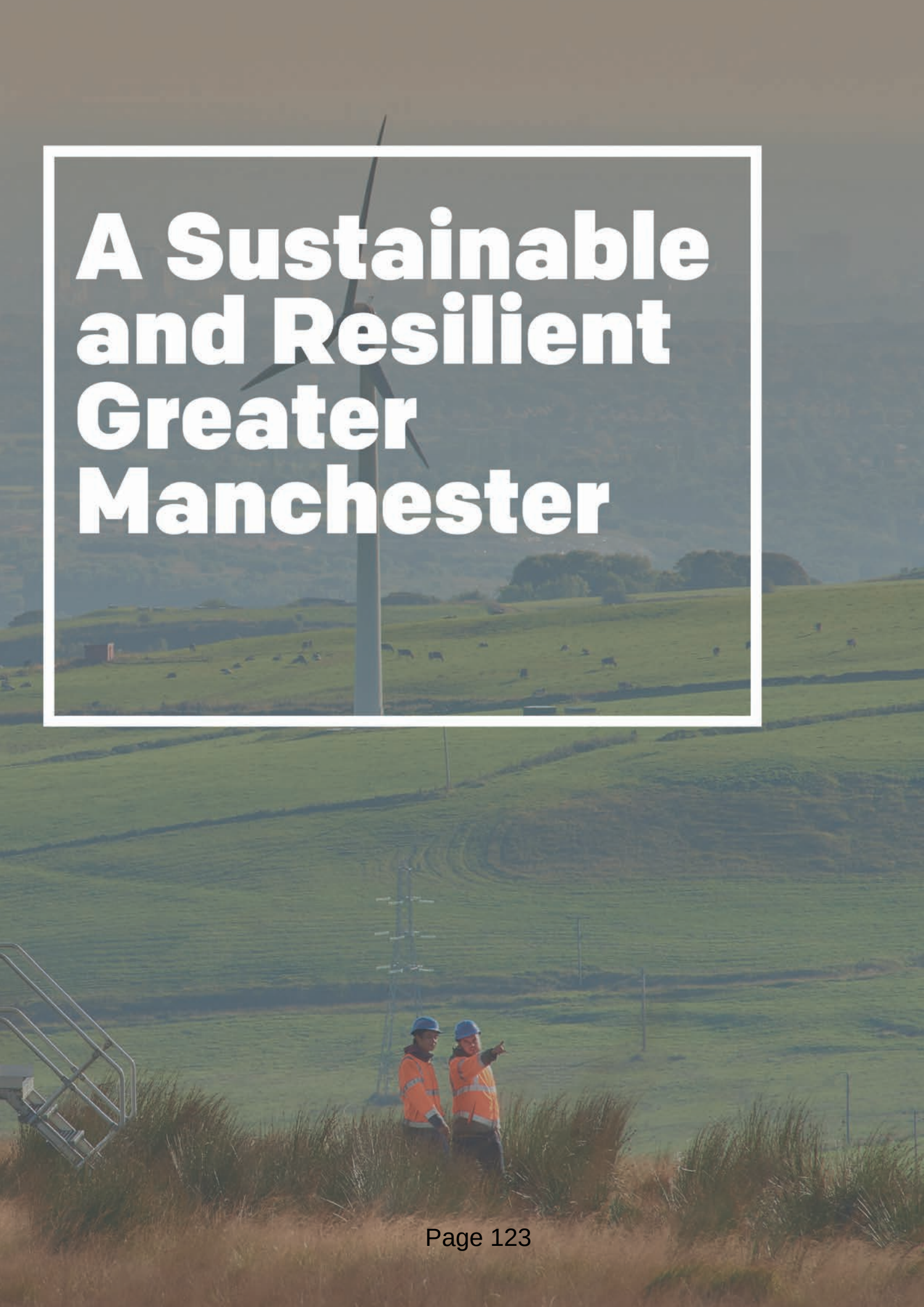
The transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods.

An ambitious programme of investment in our transport network will be crucial to ensure much greater access for people across Greater Manchester 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 HS2 and Northern Powerhouse Rail to ensure that Greater Manchester's connectivity is significantly improved to key locations outside of the conurbation, such as London, Liverpool, Leeds, Sheffield and Birmingham. Collectively this will ensure that residents in Greater Manchester 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 Greater Manchester's future sustainable and integrated transport network in order to reduce car dependency and increase levels of walking, cycling and public transport.



A Sustainable and Resilient Greater Manchester

Sustainable Development

5.1 The purpose of the planning system as set out in legislation and the National Planning Policy Framework (2019) 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[(15)] and central to the GMSF and will contribute to Greater Manchester tackling climate change.

5.4 The GMSF 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 GM-S 1

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.

Preference will be given to using 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.

15 https://www.un.org/sustainabledevelopment/sustainable-development-goals/

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[16] 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[17] 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 Greater Manchester will need to:

- Be carbon neutral by 2038
- Hold cumulative carbon dioxide emissions to within the Greater Manchester 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:

- 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 GM-S 2 'Carbon and Energy';
- The delivery of renewable and low carbon energy schemes Policy GM-S 3 'Heat and Energy Networks';
- Measures that will be taken in Greater Manchester to future proof the city region to mitigate environmental challenges, including climate change Policy GM-S 4 'Resilience';
- Water based measures to adapt and reduce the impacts of climate change Policy GM-S 5 'Flood Risk and the Water Environment'; and

16 A Greater Manchester carbon budget compliant with the Paris Agreement was developed by Tyndall (2019) - https://www.research.manchester.ac.uk/portal/files/83000155/Tyndall_Quantifying_Paris_for_Manchester_Report_FINAL_PUBLISHED_rev1.pdf

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

- Measures to help Greater Manchester achieve a circulate and zero-waste economy Policy GM-S 7 'Resource Efficiency'.

Carbon and Energy

5.8 The vast majority of the existing homes in Greater Manchester will still be in existence in 2050.[18] 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 across Greater Manchester when targeted appropriately.

5.9 Without any mitigation, new development is estimated to result in around a 3% increase in energy demand.[20] However, new development also enables carbon reduction through the delivery of sustainable patterns of growth[21], 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.

5.10 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 Greater Manchester 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.

5.11 To provide further confidence in decision making across Greater Manchester, 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. For overall carbon reduction targets it was recommended that these follow the trajectory as advised within the Future Homes Standard of 31% (2020) and 80% (2025).

18 DCLG figure quoted in http://www.lcmp.eng.cam.ac.uk/wp-content/uploads/081012_kelly.pdf
19 Energy Systems Catapult (2016), *Greater Manchester Spatial Energy Plan*: https://es.catapult.org.uk/publications/greater-manchester-spatial-energy-plan-full-report/
20 Energy Systems Catapult (2016), *Greater Manchester Spatial Energy Plan*: https://es.catapult.org.uk/publications/greater-manchester-spatial-energy-plan-full-report
21 https://www.rtpi.org.uk/research/2018/may/settlement-patterns-urban-form-and-sustainability/
22 https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-a-framework-definition/
23 Currie and Brown/Centre for Sustainable Energy (2020), GMCA Energy and Carbon Implementation Study
24 https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-a-framework-definition/

5.12 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 runner 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.

5.13 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.

5.14 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 in Greater Manchester the following targets will be sought in relation to reducing energy demand and onsite renewable energy generation.

	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 (compared to Part L 2013)	*Photovoltaic installation: 20% ground floorspace
2025 - onwards	Houses (20kWh/m2) Flats (15kWh/m2)	^20% energy demand reduction (compared to Part L 2020)	*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.			

Table 5.1 Targets For Reducing Energy Demand and Onsite Renewable Energy Generation

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.

25 As calculated within SAP2012, Space Heating Requirement (Box98 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)

5.15 Unregulated emissions (e.g. those associated with plug loads/appliances) are expected to be assessed as part of the requirement to meet 'net zero carbon' in operation from 2025 onwards. The only way that this can be deliverable will be through the use of on site electricity generation or through carbon offsetting ('allowable solutions') as occupants lifestyle choices are not pre-determined by energy efficiency measures associated with construction standards.

5.16 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 is developing an Environment Fund, which will provide a mechanism for carbon offset payments to be made. Districts may also develop alternative approaches within Local Plans.

5.17 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.

5.18 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 as part early 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.

5.19 Greater Manchester seeks to promote investment in new zero-carbon technologies, to reduce the reliance on carbon based fuels to accelerate the speed at which such new technologies become financially viable and/or technically feasible. Work undertaken by the Tyndall Climate Change Research Centre[(29)] has shown that the continued extraction of fossil fuels will not be compliant with a carbon emissions reduction pathway that is aligned with international commitments within the 'Paris Agreement'. It is therefore considered prudent to not exploit new sources of hydrocarbons and keep fossil fuels in the ground so at this point in time Greater Manchester will not support hydraulic fracturing (fracking).

27 https://www.rics.org/uk/upholding-professional-standards/sector-standards/building-surveying/whole-life-carbon-assessment-for-the-built-environment/
28 Such as BSRIA Soft Landings Framework, Better Buildings Partnership Design for Performance initiative and the Governments Soft Landings (GSL)
29 Report to inform Greater Manchester Spatial Framework – Carbon and Energy Policy, Tyndall (2019)

Policy GM-S 2

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. Keeping fossil fuels in the ground;
5. Planning for a balanced and smart electricity grid by identifying geographical locations which could support energy assets[30];
6. 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;
7. Development of Local Area Energy plans to develop cost effective pathways to achieve carbon targets;
8. An expectation that new development will:

    a. Be net zero[31] carbon from 2028 by following the energy hierarchy (with any residual carbon emissions offset), which in order of importance seeks to:

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

        With an interim requirement that all new dwellings should seek a minimum 19% carbon reduction against Part L of the 2013 Building Regulations.[32]

    b. Incorporate adequate electric vehicle charging points to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;

30 Such assets could be heating / cooling networks, electricity generation or storage infrastructure or a mixed hybrid approach subject to local demand and connectivity

31 Applied to operational net zero carbon up to 2028 and considered for net zero 'in construction' from 2028 onwards in line with the UK GBC Framework (https://www.ukgbc.org/ukgbc-work/net-zero-carbon-buildings-a-framework-definition/) Minimum carbon reduction target expected to be in line with 2025 Future Homes Standard of 80%.

32 Or until such time that this level is superseded by changes to national building regulations

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. Achieve energy demand reductions for residential development in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation.

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.

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.

District Local Plans may set out specific carbon emission reduction targets, particularly if carbon neutral targets have been set sooner than 2038, or promote other measures through which energy efficiency of buildings and renewable energy generation can be achieved.

Heat and Energy Networks

5.20 Around two-thirds of Greater Manchester's carbon emissions come from domestic and commercial buildings. Government analysis[(33)] 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.

5.21 Within Greater Manchester analysis shows that 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.[(34)] 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 and the GMSF seeks to ensure that its residents will be ready for these new opportunities.

33 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
34 See http://enworks.com/resources/ESTA%20Wedges%20Approach%20in%20Greater%20Manchester%20Final.pdf

5.22 Further analysis[35] has identified heat networks as among the technologies/systems offering the highest technical potential to contribute to carbon emissions reductions. The dense urban nature of some parts of Greater Manchester and the scale of development proposed in the GMSF allocations means that there are opportunities for significant growth of heat networks aligned with, and building out from, strategic development sites. Analysis by Government[36] suggests a threshold of around 26 kWh/m^2/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[37] suggests much of Greater Manchester's urban areas are above this viability threshold.

5.23 The UK Clean Growth Strategy (CGS)[38] sets out possible pathways to decarbonise the UK's economy by 2050 if the requirement of at least an 80% reduction in greenhouse gas emissions[39] is to be achieved.

Policy GM-S 3

Heat and Energy Networks

The provision of decentralised energy infrastructure is critical to the delivery of Greater Manchester's 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 will be 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[40]; and
    d. Significant future development is proposed at the strategic development locations.

2. Within the identified "Heat and Energy Network Opportunity Areas", there will be:

    a. A requirement that new residential developments that are '10 dwellings or more' or other developments over 1,000 m^2 floorspace should evaluate the viability of:

35 See https://es.catapult.org.uk/publications/greater-manchester-spatial-energy-plan-full-report/
36 See http://webarchive.nationalarchives.gov.uk/20111011151922/http://www.decc.gov.uk/assets/decc/what%20we%20do/uk%20energy%20supply/energy%20mix/distributed%20energy%20heat/1467-potential-costs-district-heating-network.pdf
37 See https://www.cse.org.uk/projects/view/1183
38 See https://www.gov.uk/government/publications/clean-growth-strategy
39 Set out in the Climate Change Act (2008) - see https://www.legislation.gov.uk/ukpga/2008/27/contents
40 https://www.cse.org.uk/projects/view/1183

i. Connecting to an existing or planned heat/energy network (where such a network has been identified within the Heat Network Opportunity Areas); and/or
ii. Installing a site-wide or communal heat/energy network solution.

b. A requirement, where unviable to connect to an existing network or install a site-wide or communal heat/energy network, for new development to incorporate appropriate capability to enable future connection (e.g. adequate space in plant-room for plate heat exchangers, capped-off flow/return connections);
c. A 'presumption in favour[41] of network connection' where new residential developments over 10 dwellings and other developments over 1,000 sq m floorspace are within 500m of an existing heat network, or where a network is being delivered;
d. An expectation that new industrial development will demonstrate that opportunities for using waste heat locally have been fully examined, and included in proposals unless proven to not be viable;
e. 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
f. An expectation that any site-wide networks will be designed so as to enable future expansion to adjoining buildings or assets as appropriate.

3. In support of the above, all decentralised heat/energy network viability assessments are required to demonstrate consideration and analysis of:

a. Identification of existing and proposed heat/energy loads;
b. Identification of heat/energy supply sources;
c. Identification of opportunities to utilise renewable and low carbon energy sources;
d. Identification of opportunities to utilise waste and secondary heat sources;
e. Impact of proposals and technology choices on local air quality;
f. Design according to national best practice in relation to efficient heat network design (e.g. CIBSE CP1 Heat Networks: Code of Practice for the UK[42], or equivalent); and
g. Adopting appropriate consumer protection standards (e.g. HeatTrust[43], or equivalent).

41 Department for Communities and Local Government, *National Planning Policy Framework*, DCLG (2012), Paragraph 11
42 http://www.cibse.org/Knowledge/CIBSE-other-publications/CP1-Heat-Networks-Code-of-Practice-or-the-UK
43 http://www.heattrust.org/index.php

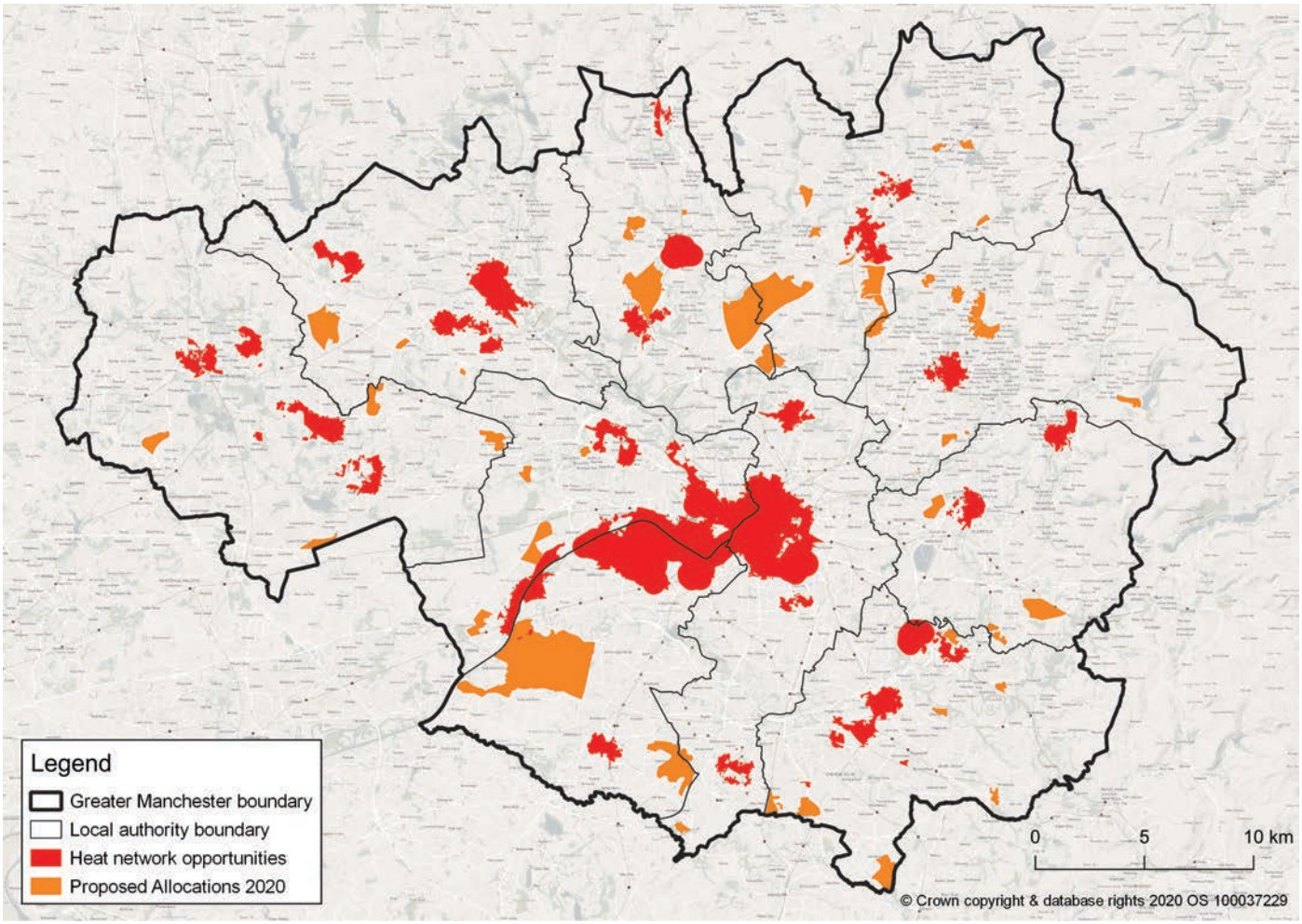


Figure 5.1 Heat and energy network opportunities

Resilience

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

5.25 A key part of achieving sustainable development is ensuring resilience, making sure that Greater Manchester maintains its 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.

5.26 Greater Manchester is part of the Rockefeller Foundation's 100 Resilient Cities programme (100RC)[(44)], which aims to help cities become more resilient to potential challenges. Greater Manchester is committed to developing 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.

44 See www.100resilientcities.org/

5.27 The need to plan to reduce chronic stresses as well as minimise the impact of acute shocks means that planning for resilience has to be all-embracing, and so many elements of this plan have a role to play.

5.28 The Greater Manchester Community Risk Register[45] and work under the 100RC programme identify that river and surface water flooding, hazardous materials accidents, terrorism, and disease outbreaks are some of the most significant resilience challenges faced. The way in which Greater Manchester develops will have a significant impact on future levels of risk and vulnerability, and the ability of people and places to recover from acute shocks.

Policy GM-S 4

Resilience

The development of Greater Manchester will be managed so as to increase considerably the capacity of its citizens, communities, businesses and infrastructure to survive, adapt and grow in the face of physical, social, economic and environmental challenges, including climate change. Key measures will include:

1. Ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster;
2. Supporting the retrofitting of existing buildings, infrastructure and places to enhance their resilience;
3. Locating critical infrastructure and vulnerable uses away from locations at a high risk of acute shocks;
4. Providing adaptable buildings and places that can easily respond to changing needs, future climate impacts and new technologies;
5. Designing out opportunities for crime, anti-social behaviour and terrorism;
6. Designing indoor and outdoor environments to provide a reduction and respite from more extreme temperatures and winds associated with climate change and greater urbanisation;
7. Increasing the size, spread, quality and interconnectedness of the green infrastructure network, enabling the city region, its citizens and wildlife to adapt to changing conditions;
8. Taking an integrated catchment-based approach to managing flood risk;
9. Maintaining a very high level of economic diversity across Greater Manchester;
10. Delivering at least 50,000 additional affordable homes up to 2037;

45 See www.gmemergencyplanning.org.uk/gmprepared/info/2/greater_manchester_community_risk_register

11. Promoting significant enhancements in education, skills and knowledge;

12. Supporting healthier lifestyles and minimising potential negative impacts on health including air pollution; and

13. Carefully controlling the location of hazardous installations and new development that could be adversely affected by them.

Flood Risk and the Water Environment

5.29 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.

5.30 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.

5.31 Over 50,000 properties in Greater Manchester have a 1% chance of flooding from main rivers in any year. 30% of these properties are located in Salford, 20% in Manchester and 15% 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. rivers and surface water) which can impact separately and together.

5.32 To varying extents the majority of the urban area of Greater Manchester could be at risk from surface water flooding.[46] 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.

5.33 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

46 https://flood-warning-information.service.gov.uk/long-term-flood-risk/map

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.

5.34 The location of new development in Greater Manchester 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.

5.35 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 Management currently reach the required standard.[47]

5.36 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.

5.37 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.[48] The control of potentially contaminating activities is particularly important in these locations.

5.38 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.

47 See www.gov.uk/government/publications/north-west-river-basin-district-river-basin-management-plan
48 See https://mappinggm.org.uk/gmodin/?lyrs=ea_source_protection_zones#open_street_map/11/53.5069/-2.3201

Policy GM-S 5

Flood Risk and the Water Environment

An integrated catchment based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by:

1. Returning rivers to a more natural state, where practicable, in line with the North West River Basin Management Plan;
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 runoff through sustainable drainage systems and as close to source as possible (unless demonstrably inappropriate) so as to not exceed greenfield run-off rates or alternative rates specified in district local plans, such as those identified for 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;
7. Securing further investment in wastewater treatment to reduce the frequency of intermittent discharges of storm sewage; and
8. Conserving water and maximising water efficiency in new development.

Clean Air

5.39 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.[49] 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.

5.40 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[50] ($PM_{2.5}$).[51] In Greater Manchester alone, exposure to fine particulates at current levels is estimated to contribute to around 1,200 deaths per annum.[52] 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.

5.41 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.

5.42 A range of different types of pollutant negatively impact on air quality, including nitrogen oxides (NO_x), large and fine particulate matter (PM_{10} and $PM_{2.5}$), 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.

49 Public Health England (2018). Health Matters: Air Pollution. Available: https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution

50 particles small enough to be inhaled into the deepest parts of the lung

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

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

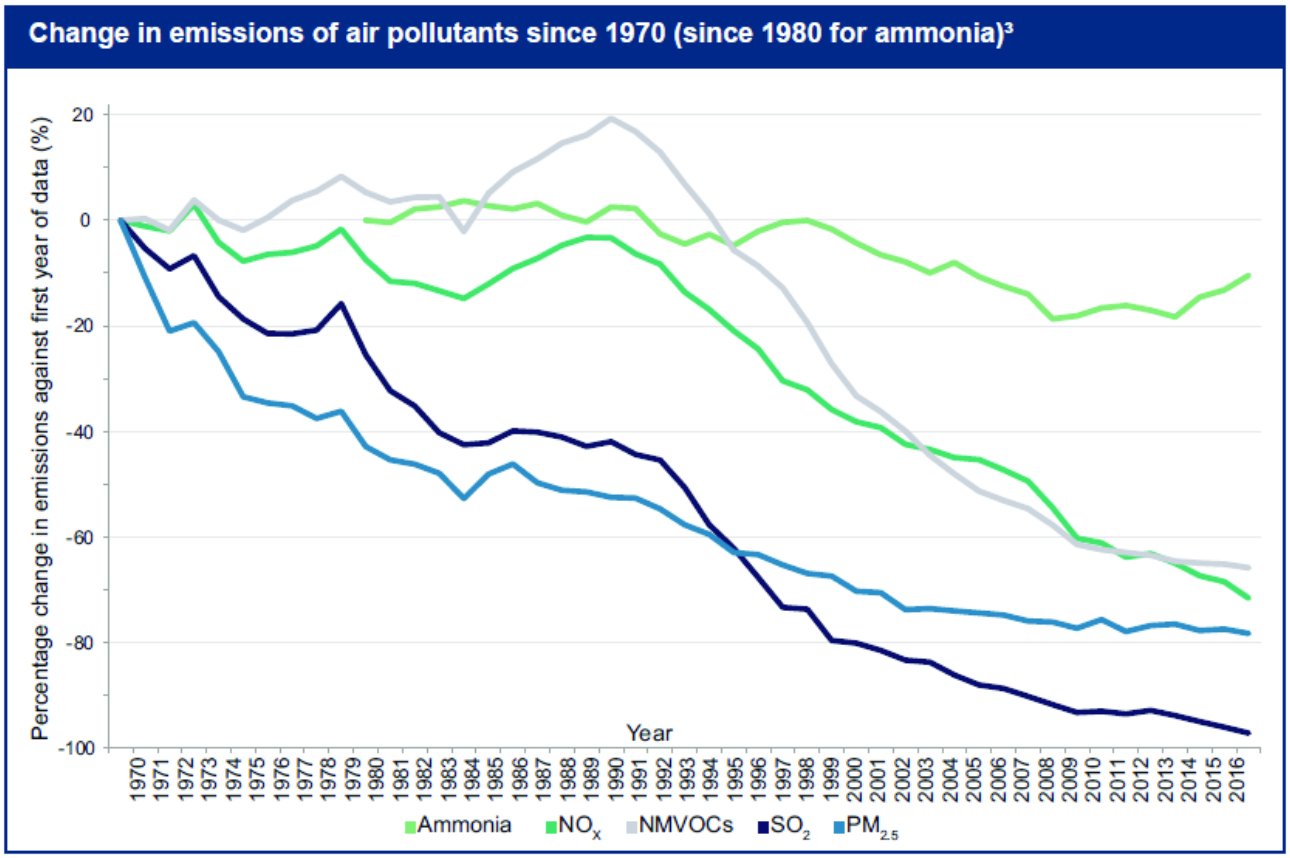


Figure 5.2 Change in emissions of air pollutants since 1970 (since 1980 for ammonia)

5.43 Nevertheless, air quality targets are not consistently being met in some locations. Parts of Greater Manchester 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 Greater Manchester's new housing and office floorspace.

5.44 Greater Manchester has also signed up to achieve WHO 'BreatheLife City' status by 2030, which means achieving WHO targets for PM (**PM2.5** must not exceed 10 µg/m3 annual mean) and other air pollutants by this date. Regardless of targets, there is ***no*** clear evidence of a ***safe level*** of exposure below which there is ***no*** risk of adverse health effects. As such, policy ambitions should always be to reduce air pollution to as low as possible as further reduction of PM or NO_2 concentrations below air quality targets/standards are likely to bring additional health benefits.

5.45 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 (PM_{10}) and 31% of carbon dioxide emissions across the city region.[53] Processes involving combustion, such as power stations, biomass, incineration and domestic fires and wood-burning stoves, also contribute to air pollution, as do some industrial activities and agriculture practices.

5.46 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 NOx 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.

5.47 Government estimates road transport contributes approximately 80% of NOx concentrations at roadside, with diesel vehicles the largest source in these local areas of greatest concern.[54]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.

5.48 As part of developing these plans, local authorities are required to validate local air quality modelling for nitrogen dioxide. A report to GMCA on 26 October 2018 set out the scale and extent of predicted NO_2 concentrations across Greater Manchester if no further action is taken. This modelling has predicted NO_2 exceedances at roadside in all ten GM authorities. As part of a coordinated GM approach to tackling NO_2, a wide range of measures have been assessed to reduce NO_2 concentrations.

5.49 Government guidance specifies that local authorities must consider Clean Air Zones as their benchmark measure in the feasibility study process as well as any alternative measures that are at least as effective at reducing NO_2 and deliver compliance as quickly.[55] In charging Clean Air Zones vehicle owner are required to pay a charge to enter, or move within, a zone if they are driving a vehicle that does not meet the particular standard for their vehicle type. The Greater Manchester authorities have joined together to develop a series of business cases for its Clean Air Plan [56] as part of the Greater Manchester Clean Air Plan.

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. Hence, 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 the GMSF 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.

53 GMCA and TfGM (December 2016) Greater Manchester Low-Emission Strategy, p.9.
54 (Defra and DfT (2017) 'UK Plan for tackling roadside nitrogen dioxide concentrations. Detailed Plan, July 2017', London: Defra, pp: 5)
55 Defra and DfT (2017) 'UK Plan for tackling roadside nitrogen dioxide concentrations. Detailed Plan, July 2017', London: Defra: pp. 31-32 work at least as quickly and effectively Defra (2017)
56 https://cleanairgm.com/

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[(57)], so it will be important to tackle both peaks and average levels of air pollution under relevant actions.

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

Policy GM-S 6

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 in accordance with 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 and, if approved, to make appropriate provision for future monitoring of air pollution;
4. Restricting and carefully regulating developments that would generate significant point source pollution such as some types of industrial activity and energy generation;
5. Significantly expanding the network of electric vehicle charging points, both for public and private use, including as part of new developments;
6. Implementing the charging Clean Air Zone as directed by Government 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;

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

9. Controlling traffic and parking within and around schools and early years sites;
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[(58)] 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[(59)] 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 Resource 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

58 See www.gmmineralsplan.co.uk/docs.html#ADOPTED_MINERALS_PLAN
59 See https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england

towards renewable alternatives. So far 558 leading businesses and organisations in Greater 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.[60] 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 GM-S 7

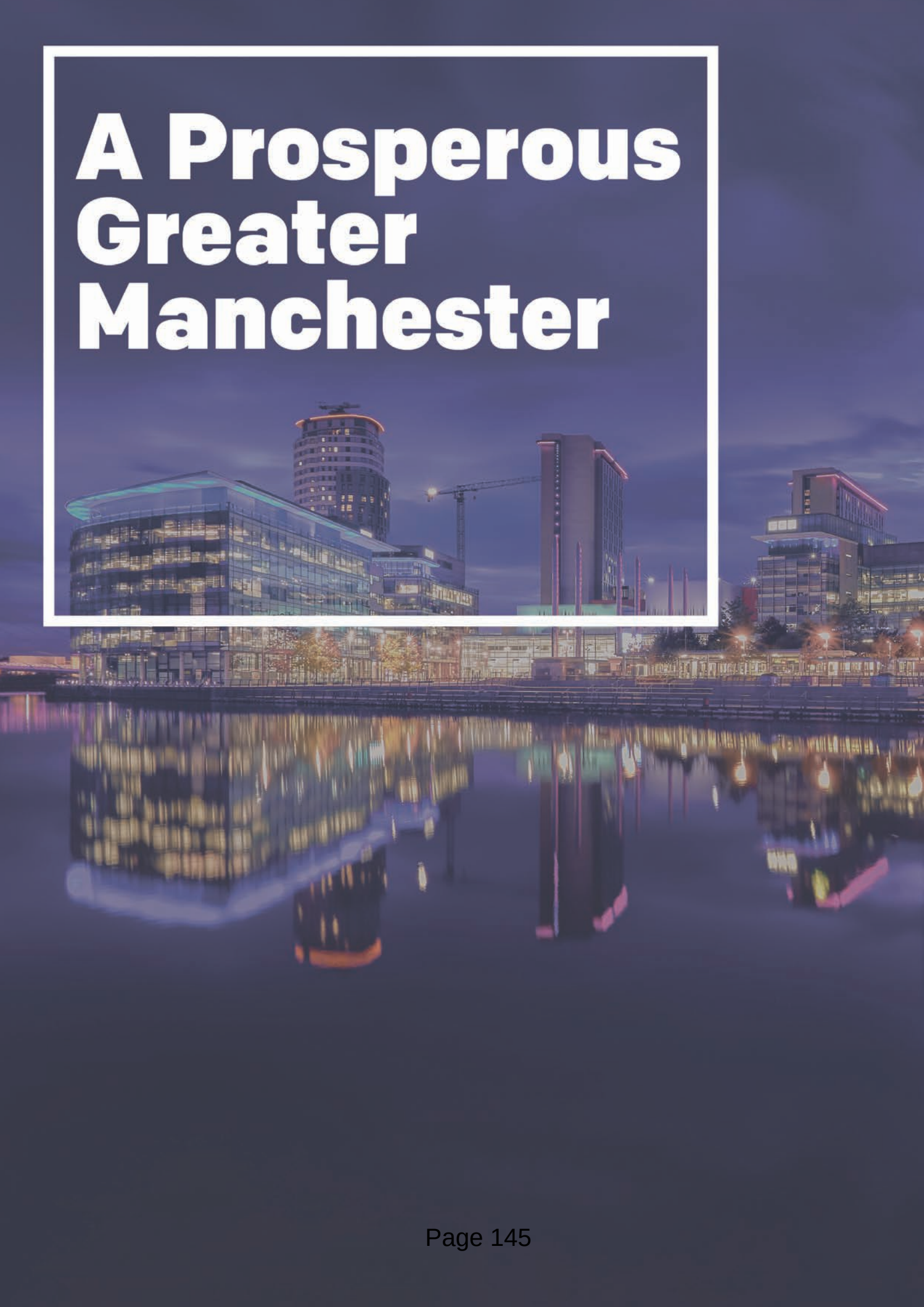
Resource Efficiency

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 Resource Strategy for Greater Manchester which promotes overall reduction in the level of waste produced and supports resource efficiency in order to gain the maximum value from the things we produce;
2. Ensuring the design of all new development incorporates storage space to facilitate efficient recycling and where appropriate, processing of waste on site;
3. Recognition of the role of existing infrastructure in managing the Greater Manchester's waste and protecting such facilities to ensure adequate waste management capacity is maintained; and
4. 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.

60 See www.gmwastedpd.co.uk/doclib.html#Adopted_Waste_Plan_Documents

A Prosperous Greater Manchester



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 [(61)] which will set 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[(62)] 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.[(63)] 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[(64)], jobs[(65)] and economic output in the North of England, and its economy is bigger than that of Wales and Northern Ireland. It is one of the most diverse economic areas in the UK[(66)] and is second only to London for attracting Foreign Direct Investment.[(67)] 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.

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61 Greater Manchester Local Industrial Strategy June 2019 https://www.greatermanchester-ca.gov.uk/media/2132/gm-local-industrial-strategy-web.pdf
62 Greater Manchester and Cheshire East Science and Innovation Audit, November 2016
63 GMCA: Deep Dives Phase 2: Productivity in Greater Manchester, February 2017
64 ONS: Population Estimates 2017, accessed via nomis November 2018
65 ONS: Business Register and Employment Survey, accessed via nomis November 2018
66 ONS Krugman Index see www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/adhocs/006229industrialspecialisationinmajortownsandcitieskrugmanindexdataandtool
67 https://www.ey.com/en_gl/attractiveness

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 HS2 and Northern Powerhouse Rail, making it an attractive place to invest and providing close functional links to other areas.[68] 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.

6.8 There are also significant economic disparities within Greater Manchester, and baseline forecasts suggest that these could increase without intervention. For example, Manchester is forecast 74,600 additional jobs between 2018-38. The central and southern districts of Salford, Stockport and Trafford are forecast to add 60,000 jobs between 2018-38, and together with Manchester, they collectively 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 those central and southern areas on average pay significantly more than full-time roles in the other districts[69] 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

68 See Greater Manchester's HS2 and Northern Powerhouse Rail Growth Strategy: "The Stops Are Just The Start" at https://www.tfgm.com/press-release/hs2-npr-growth-strategy

69 ONS: Annual Survey of Hours and Earnings 2018, accessed via nomis November 2018

comparatively low paid, less secure employment.[70] Greater Manchester is 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[71] 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. Greater Manchester is 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 Greater Manchester has 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 across Greater Manchester 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 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 places across Greater Manchester, 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, Greater Manchester's 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 Greater Manchester authorities pausing the production of the GMSF 2020 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, it became clear that there was insufficient evidence (either at a national or local level) to change the assumptions behind our growth targets.

70 GMCA - GM Labour Market and Skills Review 2017/18
71 SQW and CE (24 June 2016) The Northern Powerhouse Independent Economic Review: Final Executive Summary Report, p.16

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 conurbation 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 Greater Manchester will need to continue to invest in the sites and critical infrastructure that will make it an even more attractive place for businesses to invest, bringing high-value, well paid jobs, to the city region, and supporting the continued progress towards a low-carbon economy.

6.15 The GMSF 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 Greater Manchester, 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 Greater Manchester at a price people can afford
- Enhancing the supply of employment opportunities at a variety of skill levels throughout Greater Manchester 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 Greater Manchester

Policy GM-P 1

Supporting Long-Term Economic Growth

A thriving, inclusive and productive economy will be sought in all parts of Greater Manchester. There will be an emphasis on:

A. Maintaining a very high level of economic diversity across Greater Manchester

B. Facilitating the development of high value clusters in prime 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 HS2 and 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 whilst also securing investment that raises the competitiveness of the northern parts of Greater Manchester to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents. Key locations that will help to maximise economic growth in an inclusive way include:

i. The expanding City Centre, which will be further strengthened as the most significant economic location in the UK outside London, providing a high concentration of jobs that are highly accessible from across Greater Manchester and beyond. The city centre

includes the Oxford Road corridor which will continue to develop as a world-class innovation hub with a very high concentration of research activity and enhanced business connections

ii. The Quays, delivering sustained growth as a major business location including an internationally important digital and creative cluster

iii. The wider area of economic activity at the heart of Greater Manchester, stretching from the Etihad Campus in the east, through the City Centre and The Quays, to Trafford Park and the Trafford Centre, providing an enormous and extremely diverse range of businesses and jobs (currently accounting for around one-quarter of employment in Greater Manchester, with this proportion expected to grow), and with key clusters of growth sectors

iv. Manchester Airport Enterprise Zone, with the expansion of the airport as the UK's primary international gateway outside London and the South East providing easy business connectivity across the world, and increased employment activity around the airport, Wythenshawe Hospital/Medipark, and the proposed HS2 station

v. The eight main town centres (Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan), providing a stronger focus for local economic activity, and exploiting important advantages such as the direct mainline rail links to London from Stockport and Wigan, HS2 and the university in Bolton

vi. In particular, Stockport Town Centre (including the Town Centre West MDC) offers increased employment activity opportunities, taking advantage of existing strategic road network connections, direct mainline rail links to London and proposed HS2 and Northern Powerhouse Rail services

vii. Port Salford, providing sustainable freight connections by water and rail and acting as an international gateway via facilities at the Port of Liverpool that are capable of accommodating ships larger than those which can be accommodated by the Panama Canal - "Post-Panamax"

viii. Northern Gateway, with a massive expansion of the existing employment areas forming a major facility similar in size to Trafford Park, helping to deliver a better distribution of growth across Greater Manchester and boosting the economy of the northern part of the city-region

ix. M6 logistics hub in Wigan, extending into Warrington, St Helens and West Lancashire, providing a major cluster of warehousing and distribution activity along the M6 corridor with easy access to the Port of Liverpool via the M58

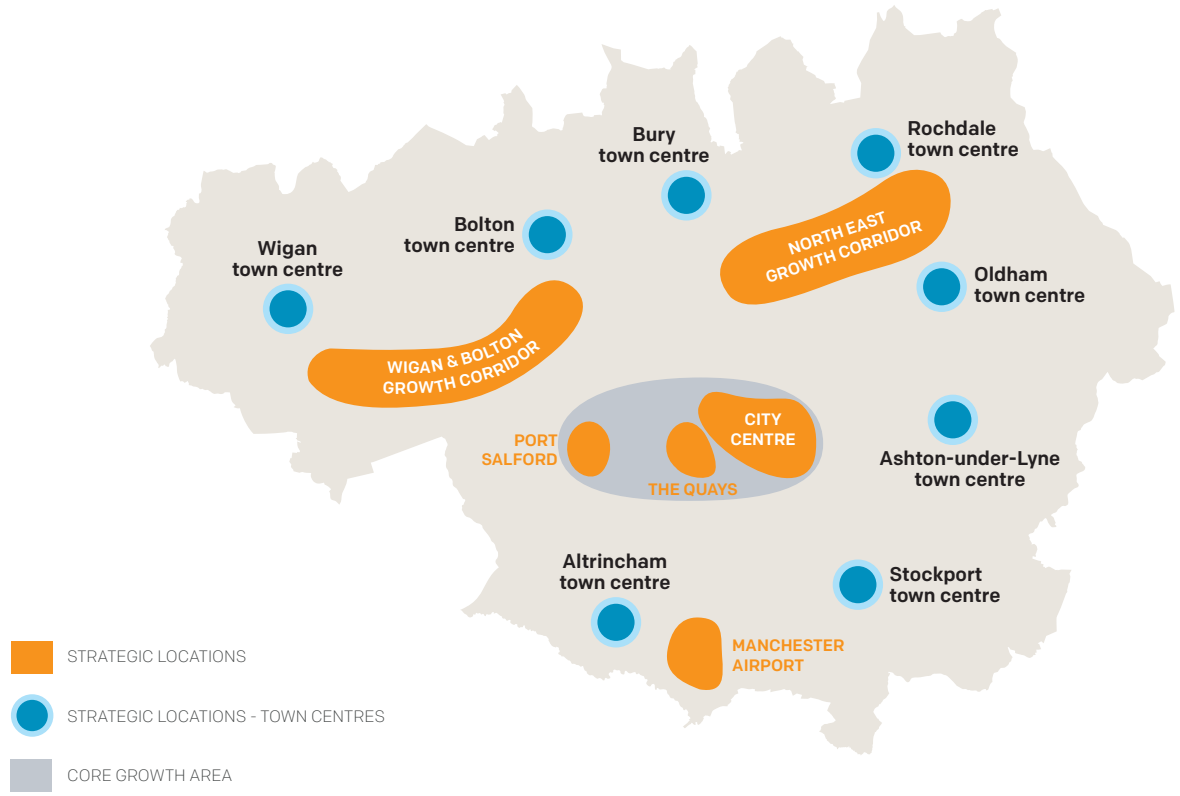


Figure 6.1 Strategic Locations

Employment Sites and Premises

6.16 It will be important to ensure that there is an excellent supply of employment sites and premises across Greater Manchester, 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 and new sites and premises will therefore be required.

Policy GM-P 2

Employment Sites and Premises

A diverse range of employment sites and accessible premises, both new and second-hand, will be made available across Greater Manchester 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 locations identified in Policy GM-P 1 'Supporting Long-Term Economic Growth' and in complementary locations, with many being particularly suitable for prime growth sectors and specialisms. This includes the selective removal of land from the Green Belt and other land previously safeguarded for development 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 GM-P 3 'Office Development' and Policy GM-P 4 'Industry and Warehousing Development'. Greater Manchester will work with Government and other stakeholders to increase the delivery of previously-developed sites for employment use, and hence minimise the need for any further Green Belt release.

Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises throughout Greater Manchester 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 strategic locations such as the Tame Valley and the core of Trafford Park, and associated transport infrastructure such as the Trafford Park Freight Terminal.

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 HS2 and 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 several town and district centres. 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 Greater Manchester as well, particularly the northern areas, will 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 sectors is not constrained by a shortage of supply of new floorspace it is important to maintain a strong supply in key 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 businesses within Greater Manchester, often providing a lower cost alternative to new premises, especially for start-ups and smaller businesses. The conversion of offices to housing can be an important source of supply of new homes, but this must not be allowed to compromise the economic growth and diversity of Greater Manchester, and consequently there may need to be restrictions on the loss of office floorspace particularly in key locations.

Policy GM-P 3

Office Development

At least 2,500,000 sqm of accessible new office floorspace will be provided in Greater Manchester over the period 2020-2037, 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 HS2 and 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 Enterprise Zone and its environs, taking advantage of the extensive international connections, public transport accessibility, and proposed HS2 and 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.

Individual districts through Local Plans or other mechanism(s) may restrict the changes of use of existing office space to non-employment uses such as housing where this could compromise the continued supply of a diverse range of office floorspace.

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 over 3,330,000 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 locations identified in Policy GM-P 3 'Office Development' and are on previously-developed land.

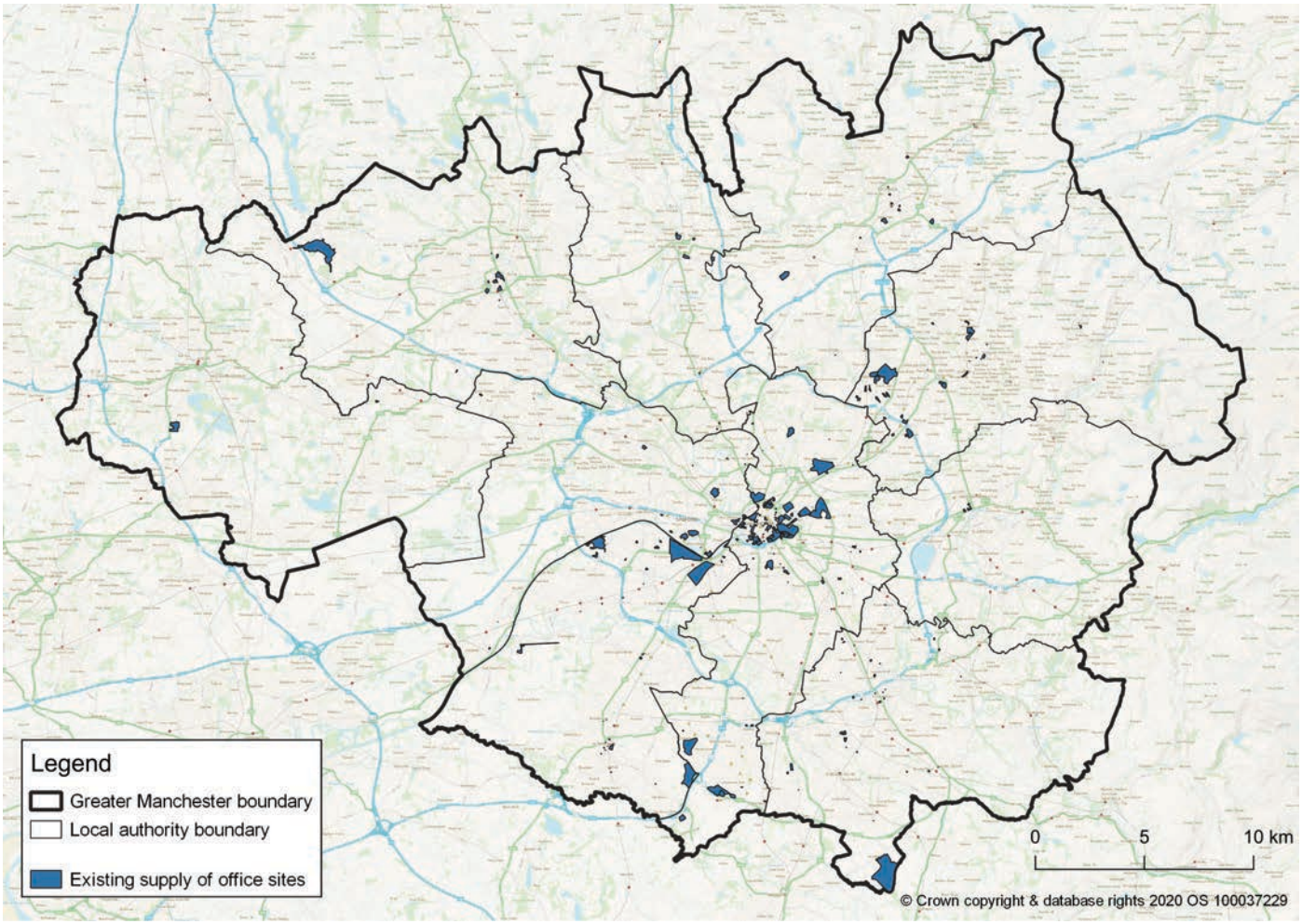


Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2020-2037

6.24 Although this supply is sufficient in numerical terms to meet the minimum office floorspace requirement up to 2037, it is considered that the very limited release of some existing Green Belt land within the Manchester Airport Enterprise Zone key location is required to maximise the competitive advantages of Greater Manchester.

6.25 Table 6.1 'Office land supply 2020-2037' summarises the sources of office land supply up to 2037.

District	Existing supply 2020-2037 (sqm floorspace)			GMSF Allocations 2020-2037 (sqm floorspace)[72]	Total 2020-2037
	Brownfield	Greenfield	Mixed		
Bolton	79,984	3,447	10,512	0	93,943
Bury	11,721	28,485	0	0	40,206

72 Excluding floorspace identified in baseline supply

District	Existing supply 2020-2037 (sqm floorspace)			GMSF Allocations 2020-2037 (sqm floorspace)[72]	Total 2020-2037
	Brownfield	Greenfield	Mixed		
Manchester	2,225,961	102,514	0	21,500	2,349,975
Oldham	59,272	0	11,554	0	70,826
Rochdale	18,462	81,249	0	0	99,711
Salford	348,611	0	0	0	348,611
Stockport	43,530	11,360	0	0	54,890
Tameside	26,432	0	0	0	26,432
Trafford	243,428	15,000	0	0	258,428
Wigan		2,055	7,294	0	9,349
Greater Manchester	3,057,401	244,110	29,360	21,500	3,352,371

Table 6.1 Office land supply 2020-2037

Industry and Warehousing

6.26 Industrial and warehousing accommodation is essential to a wide range of businesses across many economic sectors. It is particularly important to the key 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.

6.27 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 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.

6.28 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.

72 Excluding floorspace identified in baseline supply

6.29 Greater Manchester already has 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, the long-term economic success of Greater Manchester will partly depend on its ability to continually renew and enhance its 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 the Greater Manchester economy. All of this points to the need for a diverse portfolio of sites and premises across Greater Manchester, 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.

6.30 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 across Greater Manchester to respond to evolving business requirements and increasing global competition, this means that a considerable uplift on past development rates is needed, in the order of around 25%.

Policy GM-P 4

Industry and Warehousing Development

At least 4,100,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in Greater Manchester over the period 2020-2037.

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

1. Offering a range of opportunities across Greater Manchester

2. Making the most of the key locations identified in Policy GM-P 1 'Supporting Long-Term Economic Growth'

3. Significantly increasing the supply of high quality sites across the northern parts of Greater Manchester to help increase the competitiveness of that area, including a major strategic opportunity at Northern Gateway

Individual sites providing more than 100,000 sqm of industrial and warehousing floorspace should, where there is likely to be demand and it is appropriate to the location, incorporate:

A. Opportunities for manufacturing businesses, particularly advanced manufacturing;
B. Units capable of accommodating small and medium sized enterprises;
C. Overnight parking for heavy goods vehicles; and
D. Promote and support access by sustainable modes of transport

6.31 The need to provide the level of industrial and warehousing land within the GMSF 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.

6.32 A range of industry and warehousing development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just less than 2,000,000 sqm of floorspace.

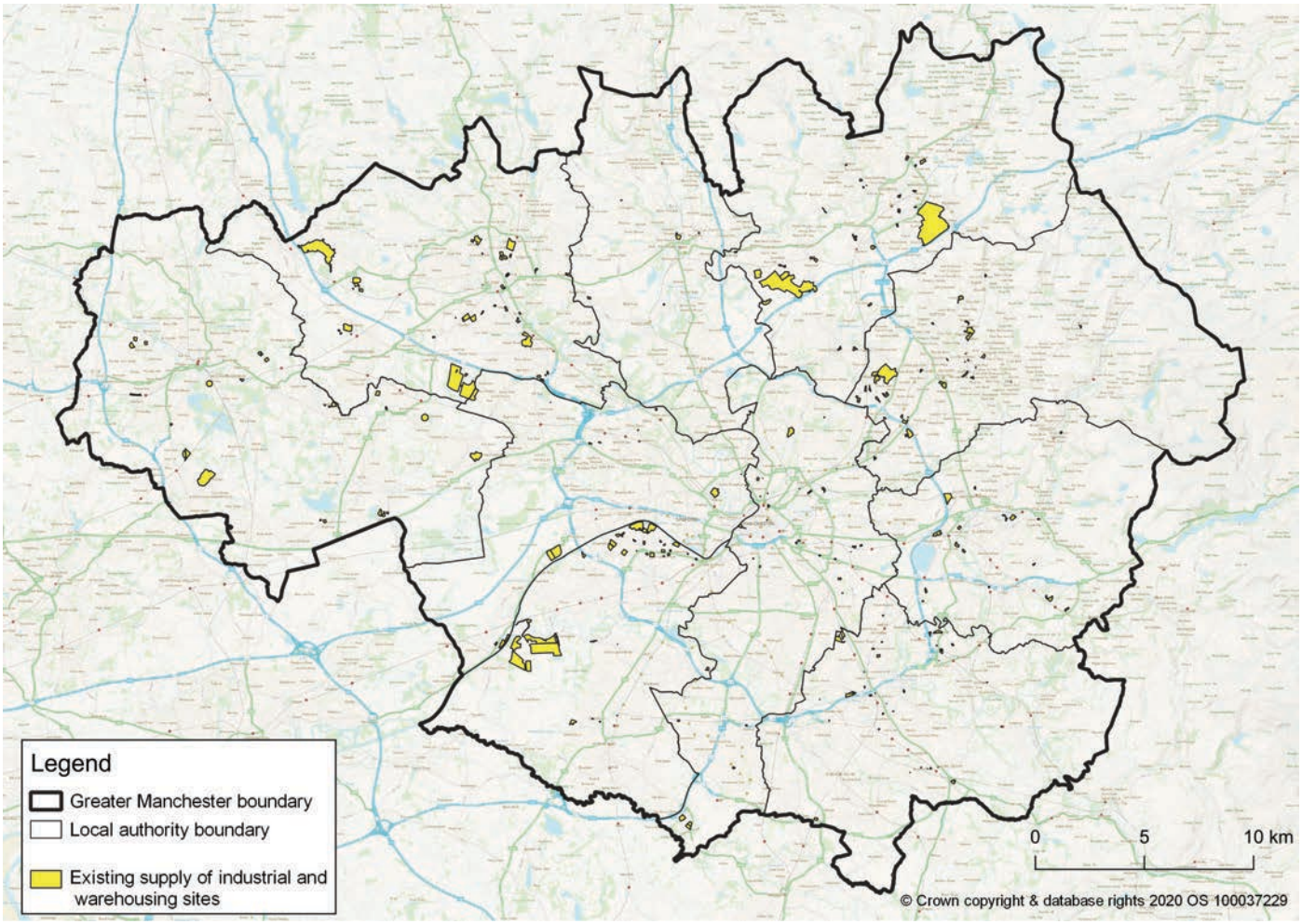


Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2020-2037

6.33 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.

6.34 Table 6.2 'Industry and warehousing land supply 2020-2037' summarises the sources of industry and warehousing land supply up to 2037. Although all of the sites could potentially be developed in full during the plan period. In practice, the high level of land supply, the size of some individual sites and infrastructure requirements mean that some of the Green Belt sites may come forward in part after 2037. This will help to ensure that there is a diverse

range of opportunities, providing choice and flexibility in the market. Additionally given the scale of some of the opportunities, almost a further 500,000 sqm has been identified which is likely to be delivered after 2037.

District	Existing supply 2020-2037 (sqm floorspace)			GMSF Allocations 2020-2037 (sqm floorspace)[73]	Total 2020-2037
	Brownfield	Greenfield	Mixed		
Bolton	252,156	15,673	8,653	486,000	762,482
Bury	3,731	6,500	0	491,000	501,231
Manchester	13,745	64,004	0	25,000	102,749
Oldham	66,269	0	65,252	141,720	273,241
Rochdale	148,690	203,311	0	244,000	596,001
Salford	171,531	32,396	0	320,000	523,927
Stockport	43,235	15,000	0	60,000	118,235
Tameside	52,340	62,415	1,716	160,000	276,471
Trafford	397,599	0	46,450	92,160	536,209
Wigan	65,592	207,143	22,512	200,000	495,247
Greater Manchester	1,214,888	606,442	144,583	2,219,880	4,185,793

1. The floorspace arising at Policy GM 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 GM Allocation 2 'Stakehill', has been split between Oldham and Rochdale based on illustrative plans and may be subject to change following comprehensive masterplanning.

Table 6.2 Industry and warehousing land supply 2020-2037

73 Excluding floorspace identified in baseline supply

6.35 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 to deliver 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.

6.36 It will still be important to ensure that there is a good supply of industrial and warehousing in all 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 such as the motorway network, the Manchester Ship Canal and Manchester Airport. The lowest level of new supply is in the east/south-east of Greater Manchester (Stockport and Tameside), where there will be a greater reliance on existing sites and premises, such as in the Tame Valley, which will need to be protected accordingly.

Homes for Greater Manchester

7.1 Greater Manchester has a diverse range of housing and residential neighbourhoods, capable of accommodating a wide variety of needs. It has 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, suburban locations across Greater Manchester have remained popular with residents and developers alike, providing homes for people of all ages.

7.2 Despite these positive characteristics, Greater Manchester is 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 99,000[(74)] (99,898) people are on the local authority housing waiting lists in Greater Manchester. 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. The GMSF is one of the tools that Greater Manchester has to address these issues.

7.3 Greater Manchester considers 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 in Greater Manchester

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.

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.

74 MHCLG: Local Authority Housing Statistical Return 2018/19

7.6 The emergence of a global pandemic in March 2020 caused by the Covid-19 virus rightly resulted in the Greater Manchester authorities pausing the production of the GMSF 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, it became clear that there was insufficient evidence (either at a national or local level) to suggest that Greater Manchester should not be seeking to meet its 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 Greater Manchester should seek to meet its LHN up to 2037 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 the GMSF 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 GM-H 4 '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 GMSF 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.

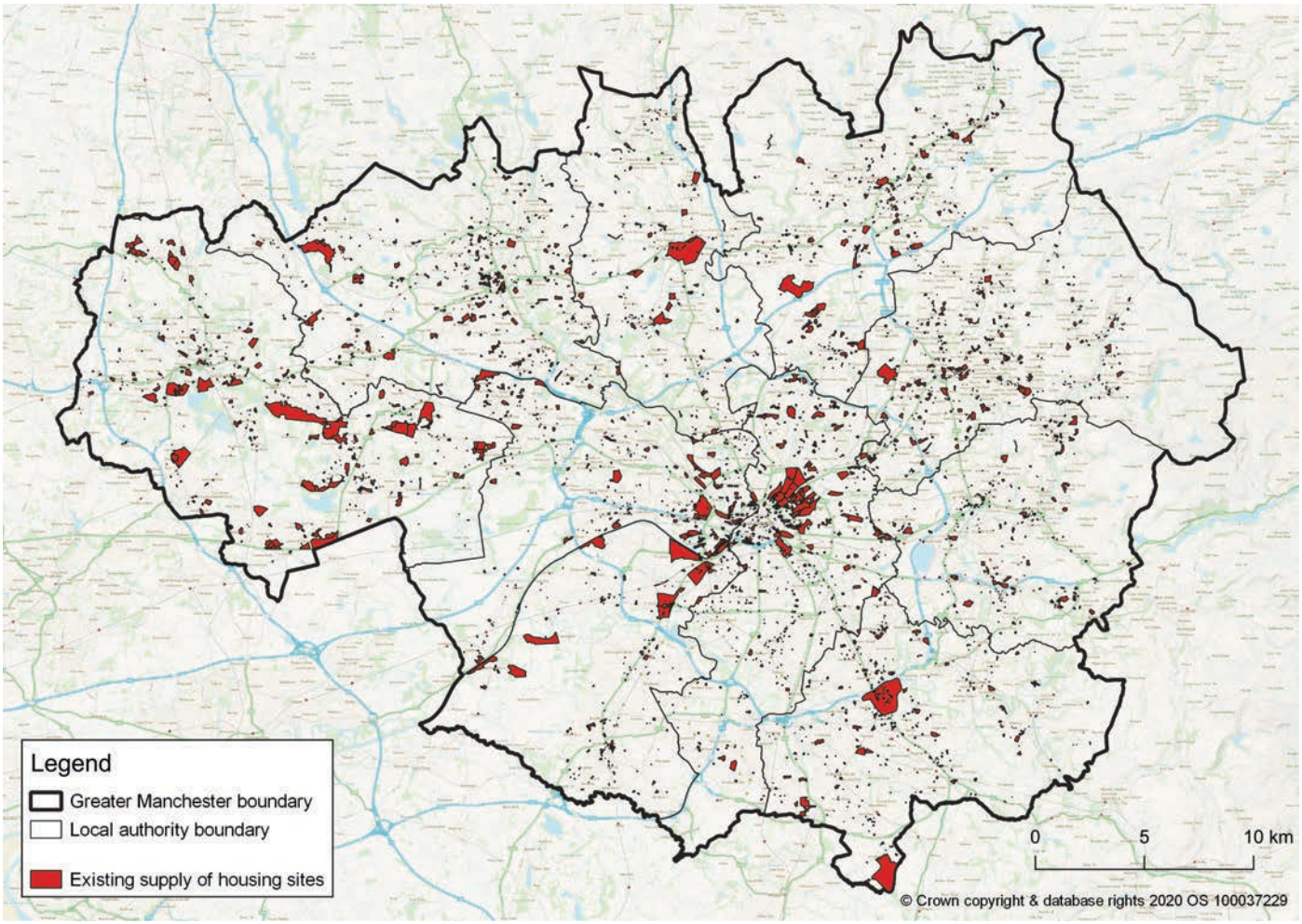


Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2020-2037

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 in Greater Manchester that are vacant has halved since 2008 and now matches the England average.[(75)] Efforts will be made to further reduce 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.

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, small sites and empty properties is adequate to meet the overall identified need. However, meeting the

75 Reduction from 5.0% in 2008 to 2.5% in 2017, based on ONS live tables 125 and 615

numerical needs alone, is not enough. Greater Manchester 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 GMSF for residential development.

7.13 The table below summarises the sources of housing land supply up to 2037.

District	Strategic Housing Land Availability Assessment			Allowances[76]	GMSF Allocations[77]	Total land supply 2020-2037
	Brownfield land	Greenfield land	Mix brownfield land and greenfield land			
Bolton	10,686	2,469	0	2,021	0	15,176
Bury	3,056	424	362	261	4,700	8,803
Manchester	49,794	4,712	2,223	812	24	57,565
Oldham	7,712	1,276	1,410	557	2,597	13,552
Rochdale	5,518	2,836	426	-783	4,006	12,003
Salford	30,634	2,137	1,473	1,959	2,100	38,303
Stockport	8,742	935	568	852	3,060	14,157
Tameside	5,017	755	575	576	1,558	8,481
Trafford	12,293	2,568	824	777	4,827	21,289
Wigan	10,769	6,403	68	756	1,600	19,596
Greater Manchester	144,221	24,515	7,929	7,788	24,472	208,925

Table 7.1 Sources of housing land supply 2020-2037

77 Excluding homes identified in existing land supply

76 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.

Distribution of New Housing Within Greater Manchester

7.14 Greater Manchester overall is projected to increase in population by 187,700 (6.6%) from 2020 to 2037. The highest levels of population growth across Greater Manchester are projected to be in the two cities Manchester (34,800 increase in residents) and Salford (33,800). The next largest increases are projected to be in Rochdale (20,700) and Oldham (18,000). 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 in Greater Manchester

7.16 The average annual housing requirement for Greater Manchester of 10,534 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, at the peak of the housing market. Greater Manchester has therefore 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 Greater Manchester needs to identify a phasing trajectory which it considers is 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 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 buffer 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. Greater Manchester has 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 Land Fund. This type of funding, together with proactive work in relation to housing delivery by each of the ten Greater Manchester 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 Greater Manchester needs 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 GMSF, 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, it is anticipated that there will be around 8,500 housing completions on average up until March 2025, increasing to an average of around 10,500 net additional dwellings per annum up to March 2030 and accelerating to around 12,000 per annum up to March 2037. This trajectory is shown below. Whilst the trajectory in this plan is considered to be realistic, given the relatively unknown impacts of Covid-19 at this point in time, it is possible that delivery could in fact be different to that currently anticipated. Therefore, in such an eventuality the surplus or shortfall will be distributed over the remaining years of the plan. In this way, any over delivery within a local planning authority area will not result in that authority being adversely affected when it comes to calculating their five-year housing land supply.

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 GM-H 1

Scale, Distribution and Phasing of New Housing Development

A minimum of 179,078 net additional dwellings will be delivered in Greater Manchester over the period 2020-37, or an annual average of around 10,534.

Table 7.1, defines the land supply across Greater Manchester, demonstrating that brownfield land will be the predominant source of land over the plan period.

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

The phasing of development is set out in Table 7.2. Each local authority will monitor delivery rates within their area and will take action as necessary to ensure that delivery rates are maintained as anticipated in this plan. If this regular monitoring reveals significant deviation from the phasing in this plan, the factors resulting in these changes will be determined and consideration will be given to what action would be appropriate, including development management action and review of the policies in this plan. Any shortfall or surplus will be distributed over the remainder of the full plan period when calculating five-year supply. This work would feed into the regular reviews of this plan, although individual authorities may wish to take specific local action outside the formal review process to ensure that they can maintain delivery rates.

District	Annual average 2020-2037	2020-2025 (annual)	2025-2030 (annual)	2030-2037 (annual)	Sum of three step target
Bolton	778	504	778	974	13,228
Bury	451	187	451	640	7,670
Manchester	2,951	2,951	2,951	2,951	50,167
Oldham	695	330	695	956	11,817
Rochdale	615	569	615	648	10,456
Salford	1,680	1,680	1,680	1,680	28,560
Stockport	793	541	793	973	13,481
Tameside	475	281	475	614	8,078
Trafford	1,091	591	1,091	1,448	18,546
Wigan	1,005	864	1,005	1,106	17,087

District	Annual average 2020-2037	2020-2025 (annual)	2025-2030 (annual)	2030-2037 (annual)	Sum of three step target
Greater Manchester	10,534	8,498	10,534	11,990	179,090

Table 7.2 Distribution and Phasing of Greater Manchester's new dwellings 2020-2037

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 Greater Manchester, 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[(78)] 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 Greater Manchester's 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 currently over 99,000 households on the local authority registers, with over 30,000 of these identified as being in reasonable preference for housing.[(79)] It is estimated that around 38% of newly forming households are unable to afford to buy or rent a home at lower quartile prices.[(80)] New build is just one of the ways to meet this need.

78 https://www.greatermanchester-ca.gov.uk/media/2257/gm-housing-strategy-2019-2024.pdf
79 'reasonable preference' is defined in the 1996 Housing Act (Part 6)
80 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.

7.24 Consequently, increasing the delivery of affordable housing across Greater Manchester 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 Greater Manchester 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.

Policy GM-H 2

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 across Greater Manchester, in accordance with Policy GM-H 1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases
2. Aiming to deliver at least 50,000 additional affordable homes across Greater Manchester up to 2037, with at least 30,000 being for social rent or affordable rent[(81)]
3. Support provision of affordable housing, either on- or off-site, as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities), with locally appropriate requirements being set by each local authority
4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing
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.

81 A definition of the different forms of affordable housing is given in Annex 2: Glossary (page 64) of the NPPF - see https://www.gov.uk/government/publications/national-planning-policy-framework--2

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 Greater Manchester, 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.

7.28 A key aim of the GMSF 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 Greater Manchester. 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 Greater Manchester, whilst also delivering greater diversity within individual areas.

7.29 A diverse range of housing will be required to meet population and household growth in Greater Manchester. Just under 70% of the population increase 2020-2037 is projected to be in those aged 65 and over. In contrast the population of those aged under 18 is projected to decrease by more than 9,000.[(82)] Indeed, those aged 65 and over are projected to account for large proportions of the growth in each district and ranging from 32% of the growth in Salford to 138% in Wigan and 156% in Bolton (and those under 65 in Bolton decreasing by 4,600 and those under 65 in Wigan decreasing by 5,556).

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.[(83)] 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. The land supply that has been identified across Greater Manchester responds to these needs as demonstrated by the table below.

82 ONS 2018-based subnational population projections
83 ONS Household Projections

District	% Houses 2020 - 2037	% Apartments 2020 - 2037
Bolton	60	40
Bury	78	22
Manchester	15	85
Oldham	66	34
Rochdale	83	17
Salford	20	80
Stockport	46	54
Tameside	60	40
Trafford	36	64
Wigan	89	11
Greater Manchester	42	58

Table 7.3 Residential Land Supply - Split of Houses and Apartments

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 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[(84)] 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 Greater Manchester 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

84 Malcolm Morgan and Heather Cruickshank (2014) Quantifying the extent of space shortages: English dwellings, Building Research & Information Vol. 42, Issue 6, 2014

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 GM-H 3

Type, Size and Design of New Housing

Development across Greater Manchester 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.

The precise mix of dwelling types and sizes will be determined through district local plans, masterplans and other guidance, in order to reflect local circumstances and deliver an appropriate mix of dwellings across Greater Manchester as a whole.

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

All new dwellings in Greater Manchester must:

1. Comply with the nationally described space standards; and
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 the overall strategy for Greater Manchester, 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.

Policy GM-H 4

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, in accordance with 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	Within 400 metres	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

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	Within 400 metres	Within 800 metres
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

And where it would not compromise the overall delivery of new homes in the district.

In order to achieve an appropriate mix of housing across Greater Manchester, the densities above should typically be delivered as follows:

A. 35-70 dwellings per hectare: primarily houses

B. 70-120 dwellings per hectare: mix of houses and apartments

C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable

Definitions and interpretation

- Where more than one density applies to the same part of the site, the highest density should be used. Different densities may apply to different parts of a site.
- Distances should be measured from the boundary of the designated centre or GMAL area.[85] All distances are measured in a straight line.
- The designated centres are as defined in district local plans.

85 GMAL is an abbreviation of Greater Manchester Accessibility Layer, which measures the accessibility of locations across Greater Manchester by walking and public transport. Areas are scored on a scale of 1-8, with 8 being the most accessible. GMAL scores are published online at data.gov.uk.

A Greener Greater Manchester

8.1 Greater Manchester's 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)[86] 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 The GMSF supports the important role of Greater Manchester's natural assets by:

- Valuing the special qualities and key sensitivities of Greater Manchester's **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).

Valuing Important Landscapes

8.3 A Greater Manchester Landscape Character and Sensitivity Assessment (GMLCSA) has been prepared for Greater Manchester.[87] 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);
- Pennine Foothills (Dark Peak);
- Reclaimed Land / Wetlands;
- Unenclosed Uplands and Fringes (West-South Pennines);
- Unenclosed Uplands and Fringes (Dark Peak); and
- Urban Fringe Farmland

86 www.gov.uk/government/publications/25-year-environment-plan
87 www.greatermanchester-ca.gov.uk/gmsf

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

Policy GM-G 1

Valuing Important Landscapes

Development 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.

Transitional areas around new development and the interface of new development with the surrounding countryside/landscape are also of particular importance, requiring well-considered and sensitive treatment. 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 GM-G 9 '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.

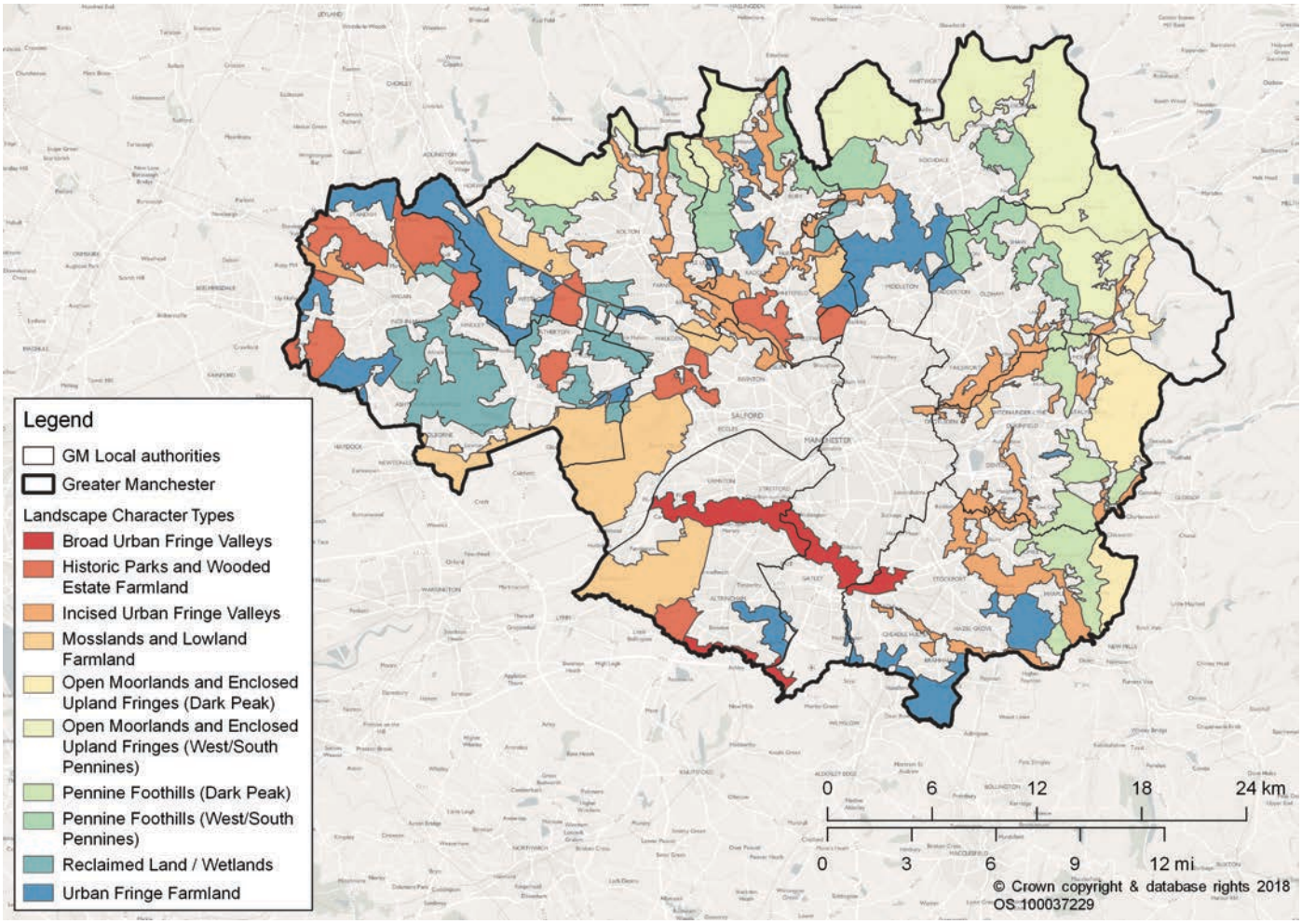


Figure 8.1 Landscape Character Types

Greater Manchester's Green Infrastructure Network

8.6 Green infrastructure[(88)] 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 The green infrastructure network in Greater Manchester 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.

88 See: https://www.gov.uk/guidance/natural-environment

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

- 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 eco-system 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. The challenge for Greater Manchester 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 is piloting and developing a Local Nature Recovery Strategy (LNRS), these will become mandatory and a statutory document under the Environment Bill and will identify priority actions for biodiversity and nature recovery across Greater Manchester, including the development of a 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 the GMSF at this stage as part of the national pilot and will instruct 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 to March 2021.

8.13 The map will provide for each habitat type an overview of priority activities required to support nature recovery across 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 The Environment Bill being considered by Parliament goes even further – requiring all areas in England to establish LNRSs. This will help bring a broad range of groups together – from farmers to businesses to local communities – to deliver priorities for nature recovery at a local and national level. The pilots will also help kick-start the creation of over a million acres of habitats for wildlife.

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

Policy GM-G 2

Green Infrastructure Network

A strategic approach will be taken to the protection, management and enhancement of Greater Manchester's Green Infrastructure in order to protect and enhance the ecosystem services which Green Infrastructure 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 Nature Recovery Network for Greater Manchester.

The following opportunity areas (as broadly illustrated on Figure 8.4 'Green Infrastructure Opportunity Areas') are identified as having particular potential for delivering improvements to the Greater Manchester green infrastructure network:

a. Greater 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, Stockport and Trafford with connections to 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)

Development within and around the Green Infrastructure Network should be consistent with delivering major green infrastructure improvements within them and should contribute to improvements. Where Green Infrastructure Opportunity Areas overlap or are in close proximity to development allocations proposed in this plan appropriate measures to achieve this have been included. Further opportunities for delivering strategic green infrastructure enhancements and additional opportunities will be identified in the appropriate source(s) over time as the overall green infrastructure network evolves.

Wherever practicable, opportunities to integrate new and existing green infrastructure into new development will be taken to protect, enhance and expand the green infrastructure network in accordance with the above priorities. Where new or improved green infrastructure is delivered as part of a development, the developer should make appropriate provision for its long term management and maintenance.

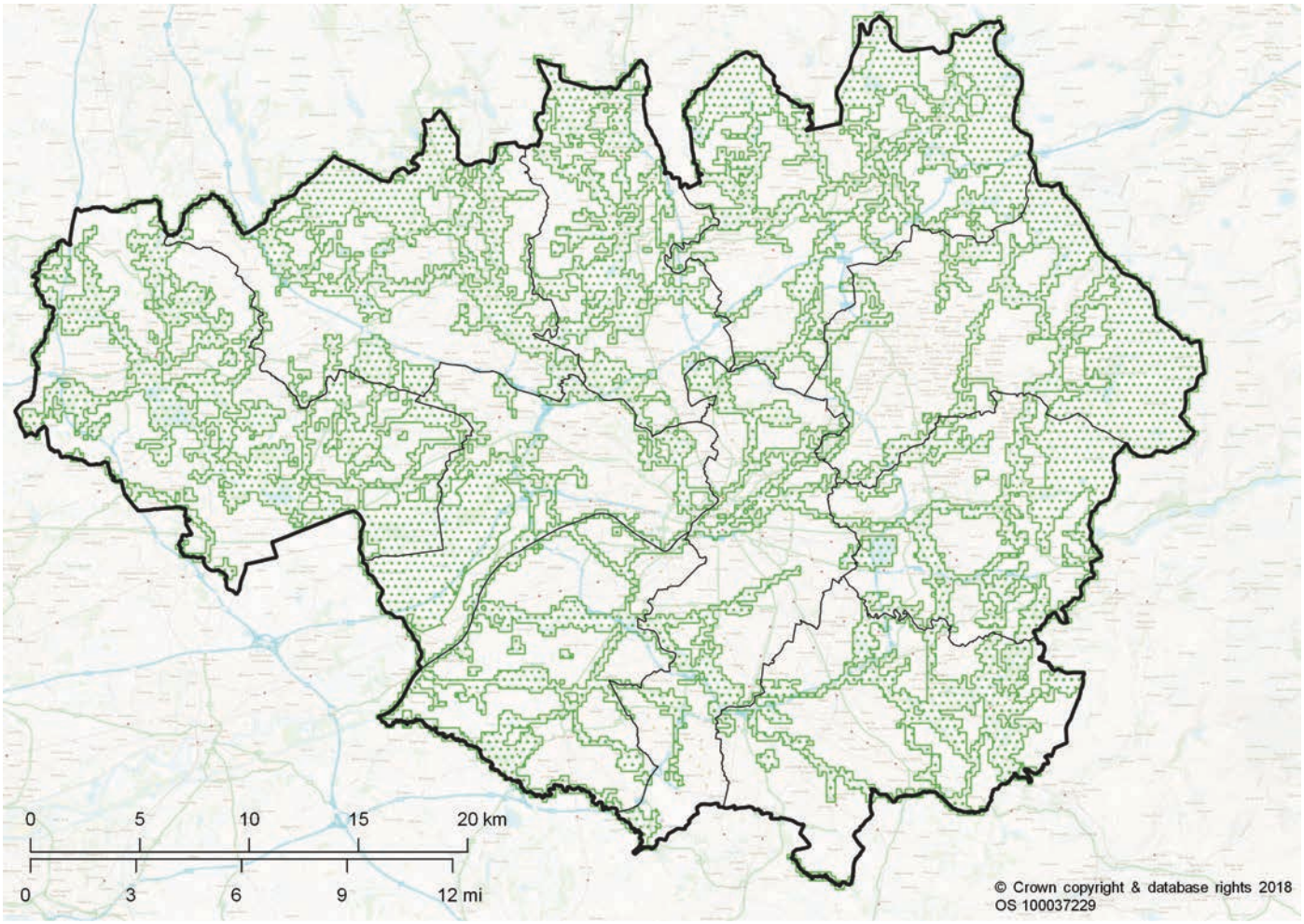


Figure 8.2 Priority green infrastructure

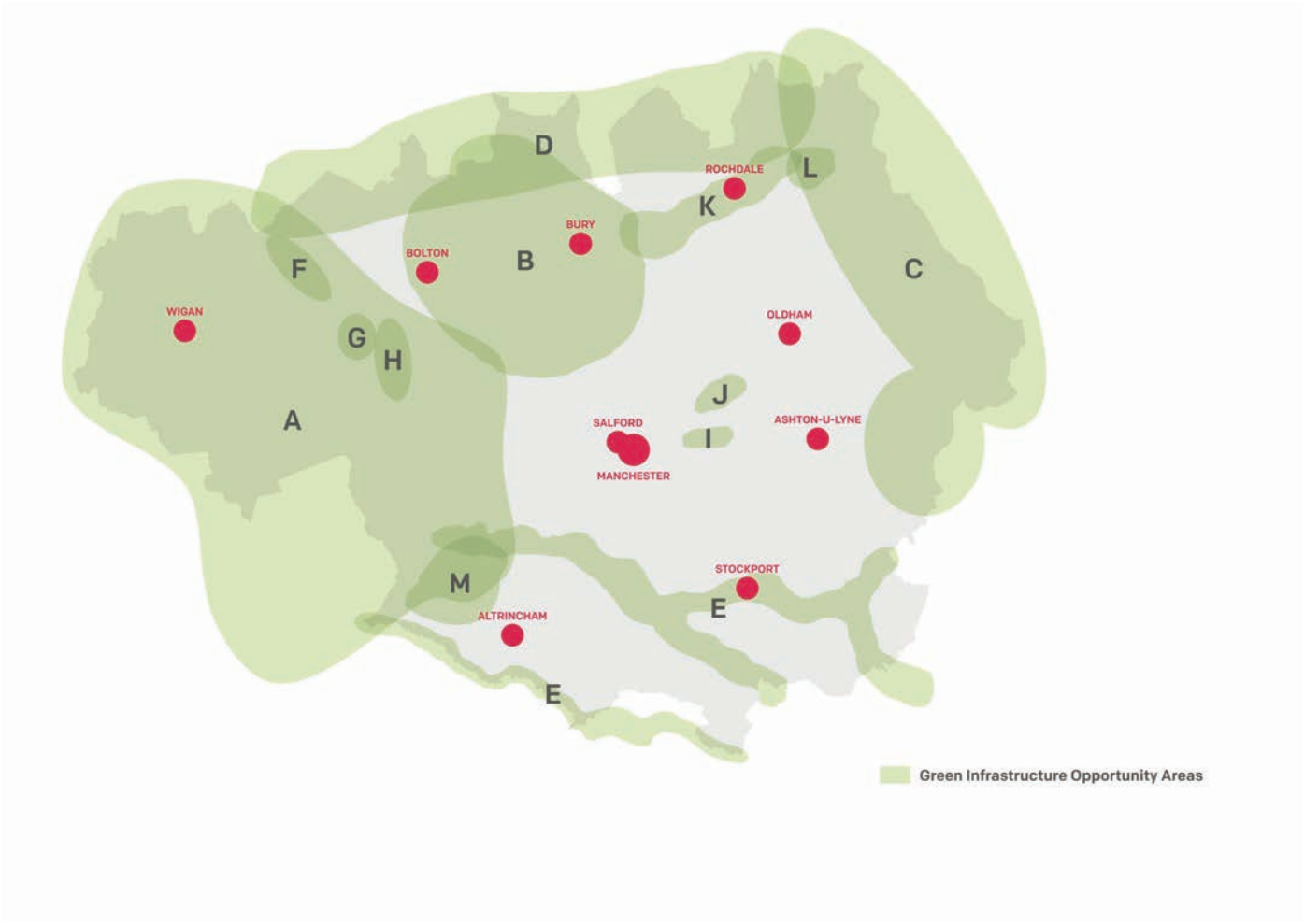


Figure 8.3 Green Infrastructure Opportunity Areas

Key Elements of the Green Infrastructure Network

8.16 The green infrastructure network within Greater Manchester is enormously diverse, both in terms of the type and character of features and the various functions that they perform. At a broad level, Greater Manchester's 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

8.17 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.

8.18 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

8.19 There are over 2400 km[(89)] 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.

8.20 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.

8.21 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 a Nature Recovery Network for Greater Manchester.

8.22 In Greater Manchester the 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).

8.23 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 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.

89 Source: Environment Agency

8.24 The North West River Basin Management Plan[90], required under the Water Framework Directive[91], and implemented through UK legislation [92], 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.

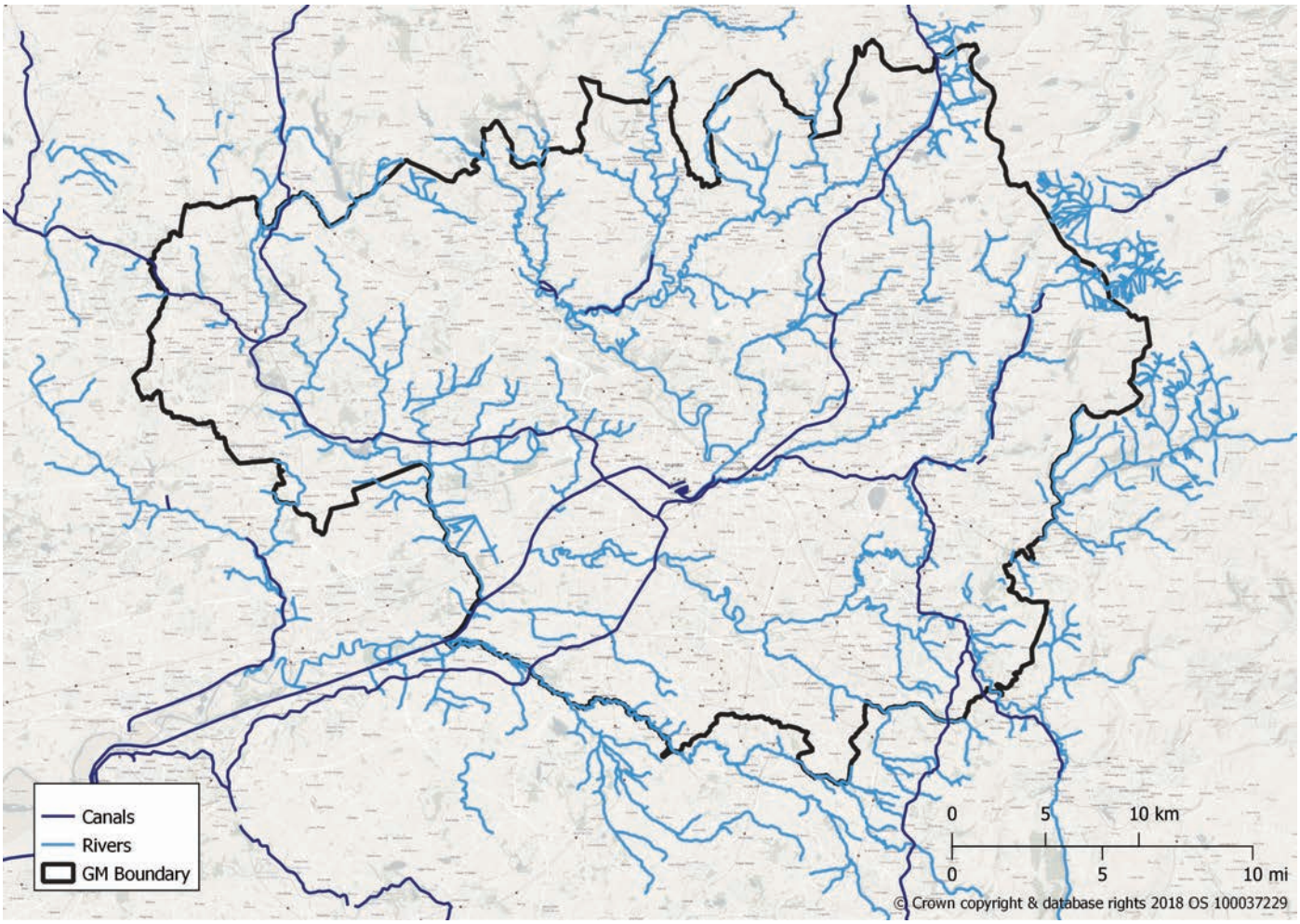


Figure 8.4 Greater Manchester's river and canal networks

8.25 Greater Manchester Combined Authority is also a key partner on the EU Life Integrated Project known as 'Natural Course'.[93] 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 and innovative and cost effective solutions to a range of water management issues and

90 https://www.gov.uk/government/collections/river-basin-management-plans-2015
91 http://ec.europa.eu/environment/water/water-framework/index_en.html
92 https://www.legislation.gov.uk/uksi/2017/407/contents/made
93 http://naturalcourse.co.uk/

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.[94] The GMSF 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 GM-G 3

River Valleys and Waterways

River valleys and waterways will be protected and improved as central components of Greater Manchester's 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, Greater Manchester's authorities 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 relatively 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;

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 river banks and flood plains;

8. 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

94 TEP/Vivid Economics Irwell Ecosystem Services Opportunity Mapping (2018) - see https://naturalcourse.co.uk/2018/04/23/irwell-management-catchment-natural-capital-account-and-ecosystem-services-opportunities-mapping/

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

8.26 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.

8.27 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.[(95)] 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 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.

8.28 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 Greater Manchester, 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.

95 https://www.lancswt.org.uk/greatmanchesterwetlands

8.29 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.[96]

8.30 The importance of the habitats and wider landscape means that there is a strong emphasis in the GMSF 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.

Policy GM-G 4

Lowland Wetlands and Mosslands

The distinctive flat, open landscape and network of habitats of ecologically valuable lowland wetlands and mosslands 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, Greater Manchester's authorities 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 stepping stones 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

96 https://carbonlandscape.org.uk/

6. Expand public access across the area considerably, including through the creation of new circular routes, and enhance recreation and active travel opportunities.

Uplands

8.31 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 local authorities outside Greater Manchester is required to address the issues affecting the uplands.

8.32 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.

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

8.34 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.

8.35 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 GM-G 5

Uplands

Greater Manchester's upland areas 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 decision and carrying out other associated activities, Greater Manchester's authorities 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.

Urban Green Space

8.36 Whilst Greater Manchester's 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 GM-E 7 'Sport and Recreation'.

8.37 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.

8.38 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.

8.39 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 the environmental and social wellbeing of Greater Manchester 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.

8.40 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.

8.41 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.[97] 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.

97 March 2015 to February 2016 - www.gov.uk/government/collections/monitor-of-engagement-with-the-natural-environment-survey-purpose-and-results

Policy GM-G 6

Urban Green Space

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

- existing urban green space will be protected and enhanced in balance with other considerations; and
- the GMCA and districts will work with developers and other stakeholders to deliver new high quality urban green spaces which meet accessibility standards.

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

8.42 Trees and woodland are extremely important components of Greater Manchester's 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 river beds 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.

8.43 Greater Manchester's woodlands vary in character, from upland oak woods to wet woodland, and from ancient broadleaved woodland to plantation and young woodland. Many important woodlands in Greater Manchester have been designated for their nature conservation interest. Trees and woodland are often important features within areas of priority green infrastructure (see Policy GM-G 2 'Green Infrastructure Network') and within the other key parts of the green infrastructure network specifically identified within the GMSF (see Policy GM-G 3 'River Valleys and Waterways', Policy GM-G 4 'Lowland Wetlands and Mosslands' and Policy GM-G 5 'Uplands').

8.44 Impressive efforts have been made over the past three decades to increase tree cover and the results of this are starting to take effect[98] and these efforts are now being brought together under the Greater Manchester Tree and Woodland Strategy, being prepared on behalf of Greater Manchester by the City of Trees initiative[99], with the intention of being formally adopted as guidance which can inform planning decisions. 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.[100] 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 the GMSF. 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.

8.45 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.

8.46 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 Greater Manchester 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 GM-G 7

Trees and Woodland

In making planning decisions and carrying out other associated activities, Greater Manchester's authorities will work to deliver the aims and objectives of the Greater Manchester Tree and Woodland Strategy, aiming to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them, including by:

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;

98 http://www.cityoftrees.org.uk/timeline
99 (http://www.cityoftrees.org.uk/)
100 See www.cityoftrees.org.uk/news/largest-i-tree-eco-survey-uk-highlights-%C2%A333million-annual-value-greater-manchester%E2%80%99s-trees

2. Encourage 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 Greater Manchester 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;

12. Where development would result in the loss of existing trees, requiring replacement on the basis of two new trees for each tree lost, with a preference for on-site provision; and

13. Protecting trees and woodland during the construction phase of development.

Standards for a Greener Greater Manchester

8.47 The use of defined standards can help to ensure that there is sufficient quantity and quality of green infrastructure to meet the needs of residents and to deliver the overall green infrastructure network described in Policy GM-G 2 'Green Infrastructure Network'. A variety

of standards have been developed by different organisations. Greater Manchester is committed to developing its own standards and in doing so will have regard to whichever of these are most relevant and will provide appropriate supporting guidance as they develop.

Policy GM-G 8

Standards for a Greener Greater Manchester

Greater Manchester will develop standards in relation to:

- **Access to natural green space**, which seek to maximise the overall proportion of people across Greater Manchester who have access to natural green space. The Accessible Natural Greenspace Standards (ANGSt) published by Natural England will provide the principal starting point as their focus on ensuring good accessibility to different sizes of green space for all residents make them an appropriate approach at a sub-regional level. More detailed standards regarding specific habitats, designations, quality or functions of green space may be set out in district local plans, taking account of local circumstances and opportunities.

- **A Greater Manchester "Green Factor"**, which sets out the level of on-site green infrastructure that new developments are expected to provide so as to meet their occupants' needs and contribute to the extent and interconnectedness of the wider network. The Green Factor will provide a baseline expectation based on the proportion of the site that is covered by different types of green infrastructure features.

Development has a major role in helping to achieve such standards, both through on-site provision of green infrastructure and the creation or improvement of off-site green infrastructure. The site allocations in the GMSF 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 Greater Manchester but they are an important aspiration to work towards wherever possible.

Biodiversity and Geodiversity

8.48 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 across Greater Manchester, and improving access to nature, are key priorities for the sub-region and central components of the wider approach to green infrastructure and the natural environment.

8.49 Greater Manchester 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, 23 nationally designated Sites of Special Scientific Interest, and over 500 locally designated Sites of Biological Importance and Regionally Important Geological Sites.

8.50 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 the GMSF. 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.

8.51 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 GM-G 4 '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.

8.52 If the overall aims of a major net enhancement of biodiversity value across Greater Manchester 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. Recognised metrics will be applied to new development proposals to calculate and demonstrate a measurable net gain in biodiversity of no less than 10%.

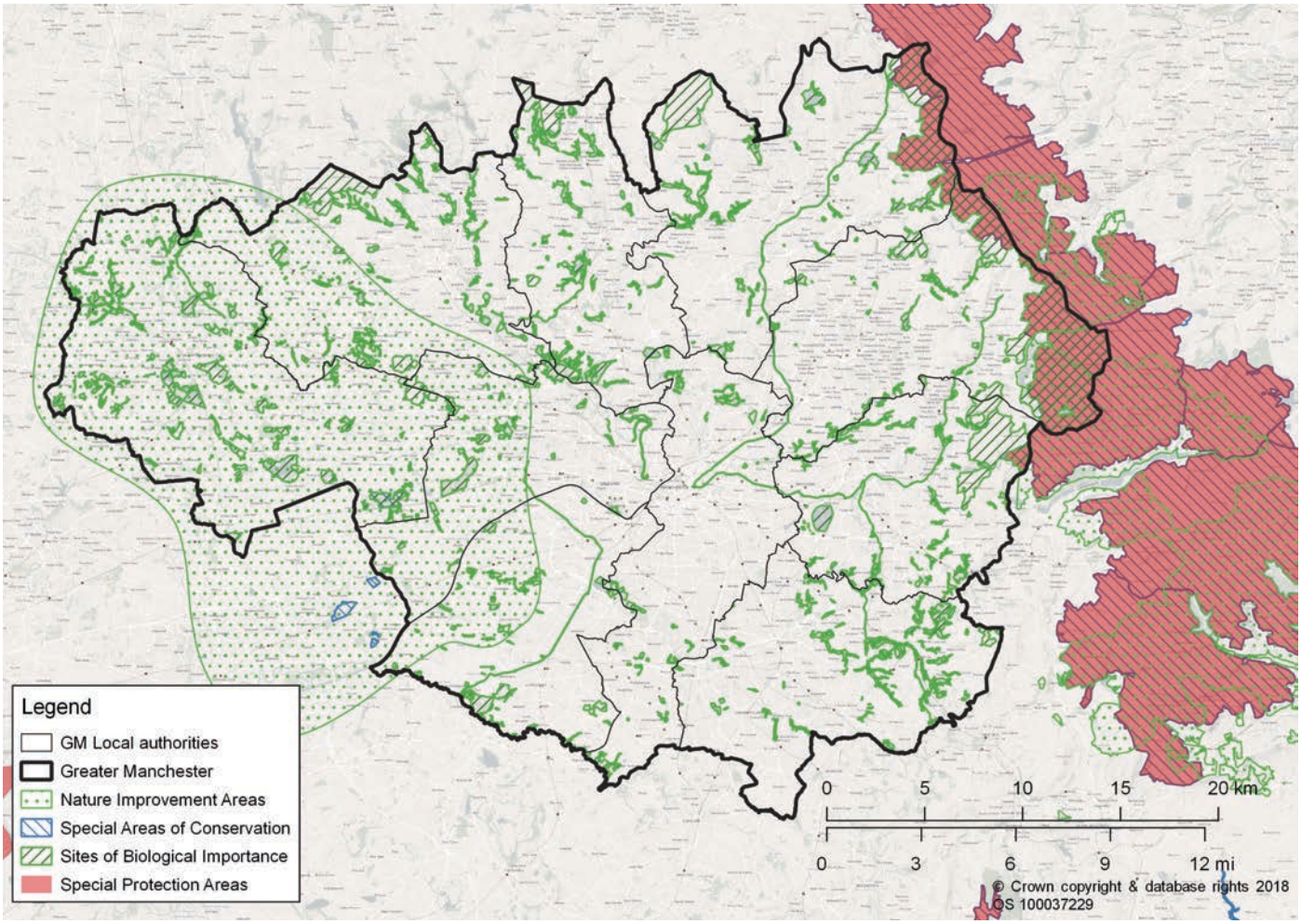


Figure 8.5 Designated wildlife sites in Greater Manchester

8.53 Agricultural land is also of significance in the safeguarding of soil resources, with 'best and most versatile' land[(101)] 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.[(102)] Over half of the UK's soil carbon store is contained in peat soils.[(103)] Development will ordinarily be directed away from valuable soils and the GMSF'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.

101 Grades 1, 2 and 3a within the Agricultural Land Classification, see http://publications.naturalengland.org.uk/publication/35012
102 HM Government (2018) *A Green Future: Our 25 Year Plan to Improve the Environment*, see *https://www.gov.uk/government/publications/25-year-environment-plan*
103 Defra (2009) Safeguarding our Soils: A Strategy for England, paragraph 12, see https://www.gov.uk/government/publications/safeguarding-our-soils-a-strategy-for-england

Policy GM-G 9

A Net Enhancement of Biodiversity and Geodiversity

Across the plan as a whole, a net enhancement of biodiversity resources will be sought, including 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 stepping stones 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 in accordance with legislation and national policy;

5. Facilitating greater access to nature, particularly within urban areas;

6. Supporting the development and implementation of the Greater Manchester Wetlands Nature Recovery Network; and

7. Safeguarding, restoring and sustainably managing Greater Manchester's 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 harm to biodiversity, particularly where it is irreplaceable, and including consideration of alternative sites where appropriate, then

    ii. Mitigating (within the local area) any harm to biodiversity, then

    iii. Compensating (within the local area) for any remaining harm to biodiversity

b. Avoid fragmenting or severing connectivity between habitats;

c. Achieve a net gain in biodiversity

d. Make appropriate provision for long-term management of habitats and geological features connected to the development; and

e. Provide robust evidence in accordance with relevant government and other guidance, including field surveys wherever development of 'best and most versatile' agricultural land is proposed or to establish the status of the land within the Agricultural Land Classification system.

Whilst off-site habitat enhancement and creation required as part of the mitigation hierarchy (or to achieve a measurable net gain in biodiversity of no less than 10%) should be local to the site regard should be had to supporting strategic biodiversity priorities and initiatives.

The Greater Manchester Green Belt

8.54 The Green Belt in Greater Manchester was originally designated in full in 1984. It has since seen a series of minor amendments through individual district plans so that currently it totals 59,618 hectares in size, equating to approximately 47% of the total land area of Greater Manchester. The scale of development that needs to be accommodated within Greater Manchester up to 2037 means that some changes to the Green Belt boundaries within Greater Manchester are necessary, but these have been minimised as far as possible, having regard in particular to the need to promote sustainable patterns of development. This will result in a net reduction in the total area of designated Green Belt of 1,939 hectares (3.25%), ensuring that over 45% of Greater Manchester will still be Green Belt.

8.55 The Green Belt makes up a considerable proportion of Greater Manchester, 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. The Greater Manchester authorities 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 the residents of Greater Manchester 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 GMSF, such as:

- Landscape, see Policy GM-G 1 'Valuing Important Landscapes';
- Recreation, see Policy GM-E 7 'Sport and Recreation';
- Biodiversity and Geodiversity, see Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity'; and
- Sustainable flood management, see Policy GM-S 5 'Flood Risk and the Water Environment'.

8.56 The Greater Manchester 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.

8.57 To deliver the inclusive and prosperous future outlined in the Greater Manchester Strategy, Greater Manchester Authorities have sought to maximise the use land outside of the Green Belt, giving the highest priority to brownfield land. 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.

8.58 The majority of the development required to deliver the GMSF's spatial strategy will be within the existing urban area. This approach alone is not, however, sufficient to meet the development needs of Greater Manchester.

8.59 Discussions have taken place with neighbouring local authorities to determine whether it would be appropriate for them to meet some of the development needs of Greater Manchester, 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 and/or that well-served by public transport. Following that it identified sufficient sites to meet the identified needs in this plan which fitted the overall GMSF Vision, Strategic Objectives and the sustainability principles of the plan.

8.60 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 '11 'Allocations'', additionally these areas are identified on the Policies Map.

8.61 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 Appendix B 'Additions to the Greater Manchester Green Belt'. These areas form part of the designated Green Belt as defined on the Policies Map.

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

Policy GM-G 10

The Greater Manchester Green Belt

The Greater Manchester Green Belt as defined on the Policies Map will be afforded strong protection in accordance with the National Planning Policy Framework. The Green Belt as shown in Figure 8.6 'The Greater Manchester Green Belt 2020' will continue to be managed positively to serve 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.

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

Within the allocations identified on the Policies Map, Green Belt policies will be strictly applied to the development areas removed from the Green Belt by this plan except in the case of planning applications complying with the relevant allocations policies (see 11 'Allocations').

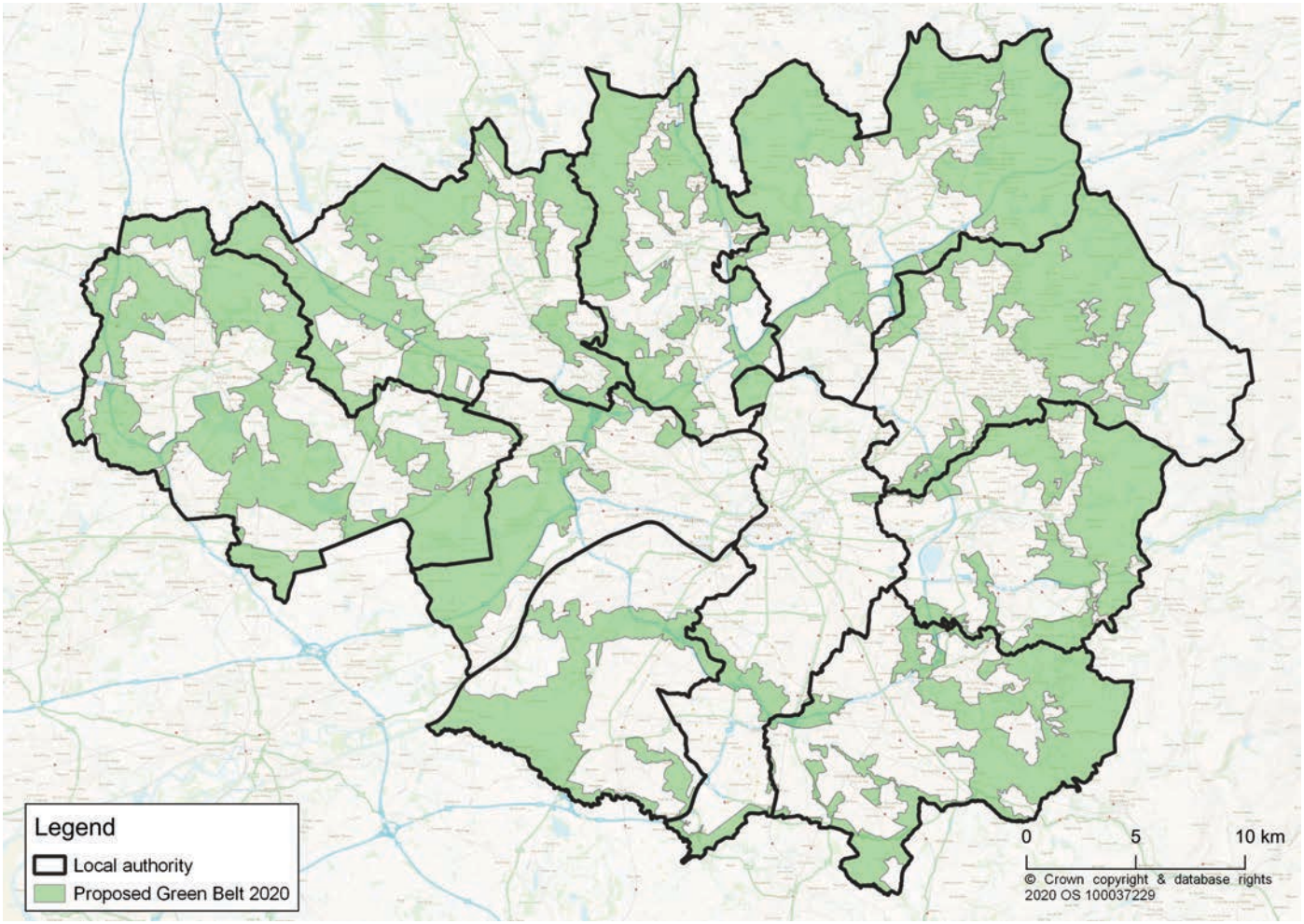


Figure 8.6 The Greater Manchester Green Belt 2020

Safeguarded Land

8.63 National policy states that Green Belt boundaries in development plans should be altered only exceptionally and should not normally be needed to be altered at the end of the plan period. National guidance details that safeguarded land can be identified in order to meet long term development needs stretching well beyond the plan period.

8.64 Safeguarded Land helps to protect the Green Belt by providing a reserve of land to meet development needs in the longer term without having to encroach on Green Belt. It is land that sits between a settlement edge and the Green Belt that could be identified in a development plan to meet future development needs if required. Identifying land in this way means that Green Belt boundaries do not need to be altered every time a development plan is reviewed and therefore enables Green Belt boundaries to endure into the future.

8.65 The GMSF allocates a number of sites for development, both for new homes and employment. A number of these sites have capacity for development beyond the plan period, therefore helping to ensure that the Greater Manchester Green Belt boundaries endure into the future.

8.66 To supplement the capacity in these sites, the plan also identifies a small number of sites as safeguarded land. This land will help to meet longer term development needs which cannot be met within the urban areas or on previously developed land and will further safeguard the Green Belt boundaries in Greater Manchester.

8.67 It is important that protected open land is not released for development unless the need to do so can be justified, that the site is in a sustainable location, taking account of the Spatial Strategy, for the intended use and that it does not harm important landscapes, green features or local residential amenity.

Policy GM-G 11

Safeguarded Land

The following area of open land, outside the urban area and not in the Green Belt, is identified on the Policies Map and protected from development:

- Land adjacent to the proposed HS2 Manchester Airport Station

Development on this land will only be permitted where it would:

- Be acceptable were it in the Green Belt; and
- Not prejudice the future use of the land.

Safeguarded Land will only be released for development where the following apply:

- There is evidence that the development is needed and that 'urban' brownfield and greenfield sites are not available to meet those needs;
- The proposed development is sustainable and is in accordance with the overall Spatial Strategy;
- The proposed development is supported by a comprehensive scheme for its delivery, including the provision of necessary infrastructure and measures to positively mitigate environmental impacts; and
- The proposed development is supported by an appraisal of the landscape and visual impacts and incorporates appropriate positive mitigation.

Where the release of safeguarded land can be justified, this will be done through a review of the GMSF or through the preparation of a local planning authority's local plan.

A Greater Manchester for Everyone

Promoting Inclusion

9.1 Delivering a more inclusive Greater Manchester is at the heart of everything that the GMSF 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 Greater Manchester. 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 The GMSF 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 The GMSF 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 across Greater Manchester at a price people can afford
- Enhancing the supply of employment opportunities at a variety of skill levels throughout Greater Manchester 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
- 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
- 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 the GMSF is to have a positive impact on people across Greater Manchester, 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 across Greater Manchester 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 places across Greater Manchester 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 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.[104]

Policy GM-E 1

Sustainable Places

Greater Manchester will 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. Responds to 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 identify of the locality in terms of design, siting, size, scale and materials used

104 Ministry of Housing Communities & Local Government (2019) National Design Guide

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

    D. Promoting a sense of community

4. Resilient, capable of dealing with major environmental and economic 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, and reducing opportunities for anti-social behaviour

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 accessibility design standards 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

9.11 Greater Manchester has a uniquely diverse cultural heritage represented by its rich and extensive historic and built environment. Its development has evolved over a period of more than 5000 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 settler 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.

9.12 Up-to-date evidence of the historic environment will be used to help shape and inform the implementation of planning policies at a Greater Manchester and local plan level. Key sources of information include the National Heritage List for England, the Greater Manchester Historic Environment Record, GMSF 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 GM-E 2

Heritage

Greater Manchester will proactively manage and work with partners to positively conserve, sustain and enhance its historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct 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 safeguarding 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 integration of Greater Manchester's heritage by:

1. Setting out a clear vision that recognises and embeds the role of heritage in place-making;

2. Utilising the heritage significance of a site or area in the planning and design process, providing opportunities for interpretation and local engagement;

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 historic value.

Development proposals affecting a designated heritage asset (or an archaeological site of national importance) and a conservation area should conserve those elements which contribute to its significance including those identified in any conservation area appraisal as making a positive contribution to the area. Harm to such elements will only be permitted where this is clearly justified and outweighed by the public benefits of the proposal.

Development proposals should identify assets of archaeological interest and use this information to avoid harm or minimise it through design and appropriate mitigation. Where applicable, development should make provision for the protection of significant archaeological assets and landscapes. The protection of undesignated heritage assets of archaeological interest equivalent to a scheduled monument should be given equivalent weight to designated heritage assets.

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.

Culture

9.13 The industrial revolution provided fertile conditions for the creation of Greater Manchester as the birthplace of revolutionary ideas that have had 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.

9.14 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.

9.15 The continued enhancement of cultural opportunities is central to place-making across Greater Manchester. The importance of culture will need to be reflected in the way in which our cities, towns and neighbourhoods develop, with individual developments contributing towards this.

9.16 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 GM-E 3

Cultural Facilities

Greater Manchester will proactively develop and support cultural businesses and attractions in our cities and towns through a range of measures 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 enhanced 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 designation of 'Creative Improvement Districts' where there is evidence that the designation 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

9.17 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.

9.18 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 the highest level of internet shopping in the world[(105)], with 18.0% of all retail sales now taking place online.[(106)] There has been a 19.9% growth in online retailing in just 12 months.[(107)] The implications of the Covid 19 pandemic may accelerate these trends.

9.19 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 for which the GMSF is planning, it is anticipated that most of the demand for new retail and leisure floorspace can be accommodated within existing centres.

9.20 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.

Policy GM-E 4

New Retail and Leisure Uses in Town Centres

The existing hierarchy of centres for retail and leisure uses will be maintained and enhanced. The upper levels of the hierarchy of centres are:

A. City Centre (within Manchester and Salford)

B. Main town centres:

   1. Altrincham (Trafford)

105 https://www.invespcro.com/blog/global-online-retail-spending-statistics-and-trends/
106 Office for National Statistics (June 2018) Retail sales, Great Britain: May 2018
107 Office for National Statistics (June 2018) Retail sales, Great Britain: May 2018

2. Ashton-under-Lyne (Tameside)
3. Bolton (Bolton)
4. Bury (Bury)
5. Oldham (Oldham)
6. Rochdale (Rochdale)
7. Stockport (Stockport)
8. Wigan (Wigan)

A new town centre is proposed for designation at Salford Quays in the Publication Draft Salford Local Plan: Development Management Policies and Designations. Should this designation become part of the Salford Local Plan, Salford Quays will be classed as a Main Town Centre for the purposes of this policy.

9.21 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

9.22 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.

9.23 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.

9.24 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.

9.25 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.

9.26 Until 2010, Greater Manchester was seeing a reduction in the number of school-age children, but since then the number has grown and a 7% increase in those aged 5-14 is projected over the period up to 2037. The spatial pattern of this recent growth has been very mixed, with much of the increase focused in the inner parts of the conurbation surrounding the City Centre. 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.

9.27 Other parts of the GMSF will also 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 worker
- 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
- Facilitating the delivery of high quality digital and other infrastructure across Greater Manchester, thereby enabling residents and businesses to access knowledge and opportunities

Policy GM-E 5

Education, Skills and Knowledge

Significant enhancements in education, skills and knowledge to benefit existing and new residents will be promoted throughout Greater Manchester, 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 develop Greater Manchester as the UK's best destination for students

Health

9.28 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.

9.29 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.

9.30 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.[108] 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.

9.31 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.

9.32 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 the GMSF 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 accessibility standards, 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
- 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

108 The Greater Manchester Combined Authority (Public Health Functions) Order 2017

9.33 The submission of Health Impact Assessments for development proposals will help ensure that the effects of development on both health and wellbeing are considered and responded to during the planning process. Health Impact Assessments should aim to enhance the potential positive aspects of a proposal while avoiding or minimising any negative impacts, with particular emphasis on disadvantaged sections of communities that may be affected. It is expected that Health Impact Assessments are undertaken in support of all developments which require an Environmental Impact Assessment, and other proposals which, due to their location, nature or proximity to sensitive receptors, are likely to have a notable impact on health and wellbeing.

Policy GM-E 6

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 an Environmental Impact Assessment, and other proposals where the local planning authority considers it appropriate.

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 that would significantly increase demand;
2. Enabling the continued enhancement and successful operation of Greater Manchester's 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

9.34 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.

9.35 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.[109]

9.36 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.

9.37 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.[110] 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.

9.38 Ensuring the continued availability of and easy access to a high quality range of sport and recreation facilities, meeting accessibility standards, would therefore help to achieve key objectives such as improving the health of residents, and making Greater Manchester a more attractive place to live and visit. The appropriate level of provision will often depend on local circumstances such as the type and scale of demand, and the availability of suitable land. Consequently, standards for access to some recreation facilities such as parks, sports pitches and allotments will be set by individual local authorities and set out in Local Plans.

9.39 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.

109 Health Survey for England, 2015
110 Greater Manchester Combined Authority (October 2017) *Our people our place: The Greater Manchester Strategy*, p.21

Policy GM-E 7

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. Developing a Greater Manchester wide standard for the provision of designated play areas to meet the needs of the population

3. Where appropriate setting out more comprehensive and detailed recreation standards in district local plans, having regard to existing and future needs

4. Requiring new development to support the achievement of GMSF and local plan standards by providing new and/or improving existing facilities commensurate with the demand they would generate, ensuring that they meet accessibility standards

5. 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

6. 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

7. Encouraging the incorporation of sports facilities in all education settings, made available for community use where possible, ensuring that they meet accessibility standards.

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

Our Network

Our 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 Greater Manchester. 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 Greater Manchester is already a highly connected place. 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 (with journey times set to improve following the introduction of High Speed 2) 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.[111]

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.[112] 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.[113]

10.6 Public transport suffers from a lack of capacity on key routes and with poor reliability. Although many parts of the city-region have good public transport, 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 Greater Manchester's 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:

111 Department for Transport (2018) Statistical data set: Light rail and tram statistics - LRT0203
112 Greater Manchester Combined Authority (2018) *The Greater Manchester Digital Strategy 2018-2020*, paragraph 7.1
113 Mayor of Greater Manchester, GMCA and Transport for Greater Manchester (March 2018) *A Congestion Deal for Greater Manchester*, p.3

- 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^{0}C as early as 2030; and
- That at the current level of commitments, the world is on course for 3^{0}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. 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 set 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.[(114)]

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:

- 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.

114 BEIS, 2018 UK Greenhouse Gas Emissions, Final Figures p.12, p.14

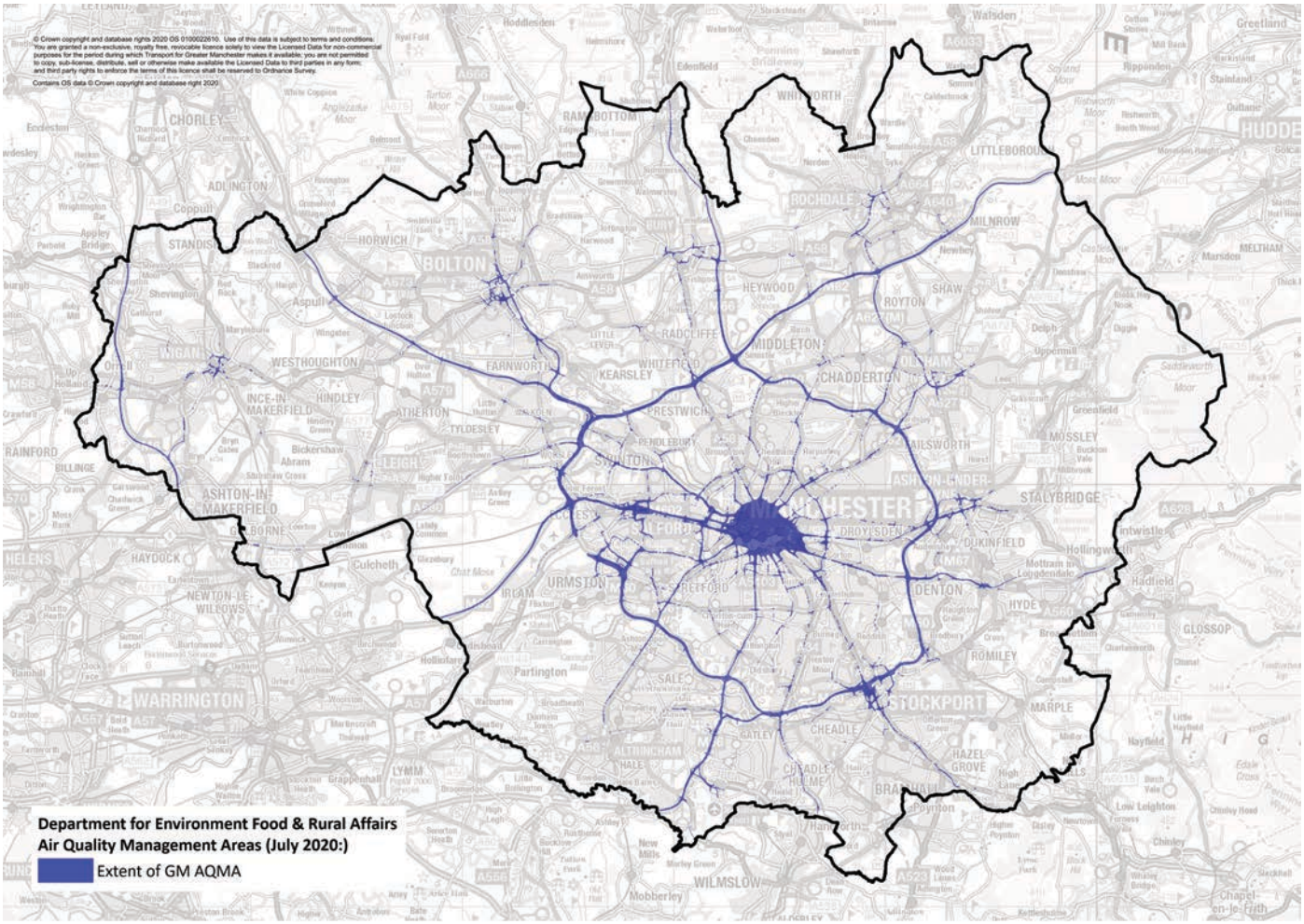
10.12 Traffic is a major contributor to poor air quality. It is estimated that approximately 5% of deaths each year in Greater Manchester are attributable to particulate air pollution, equating to approximately 1,200 early deaths each year due to illnesses linked to air pollution.[115] Poor air quality 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[116], 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.

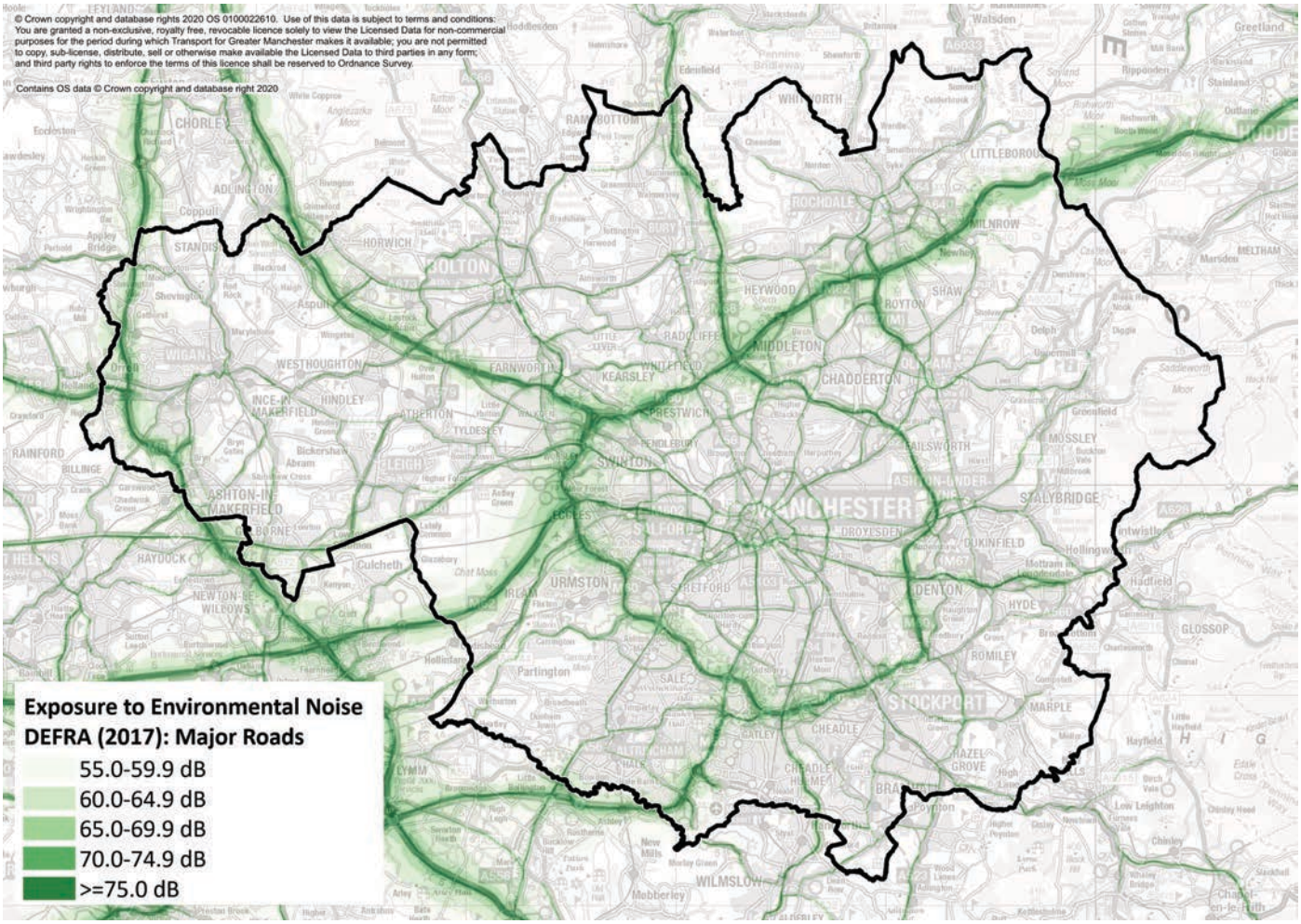
10.14 The 10 GM authorities are currently developing a Clean Air Plan, to accelerate compliance with the legal limit for Nitrogen dioxide and to protect and promote the health of its population and the environment. This will see the introduction of a Clean Air Zone covering the whole of the GM conurbation, to tackle the most polluting vehicles on the road network, alongside further supporting measures.

115 Public Health England, Public Health Outcome Framework, 2016

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



Picture 10.2 Greater Manchester Air Quality Management Area based on 35µg/m3 (July 2020)



Picture 10.3 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.[(117)]

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[(118)], and there will be an increase in trips into Greater Manchester from growth in neighbouring areas.

117 Transport for Greater Manchester (2017) *DSD Report 1911: Reported Road Casualty Statistics Greater Manchester 2016: District Tabulations*
118 Mayor of Greater Manchester, GMCA and Transport for Greater Manchester (March 2018) *A Congestion Deal for Greater Manchester*, p.2

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[(119)], 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.

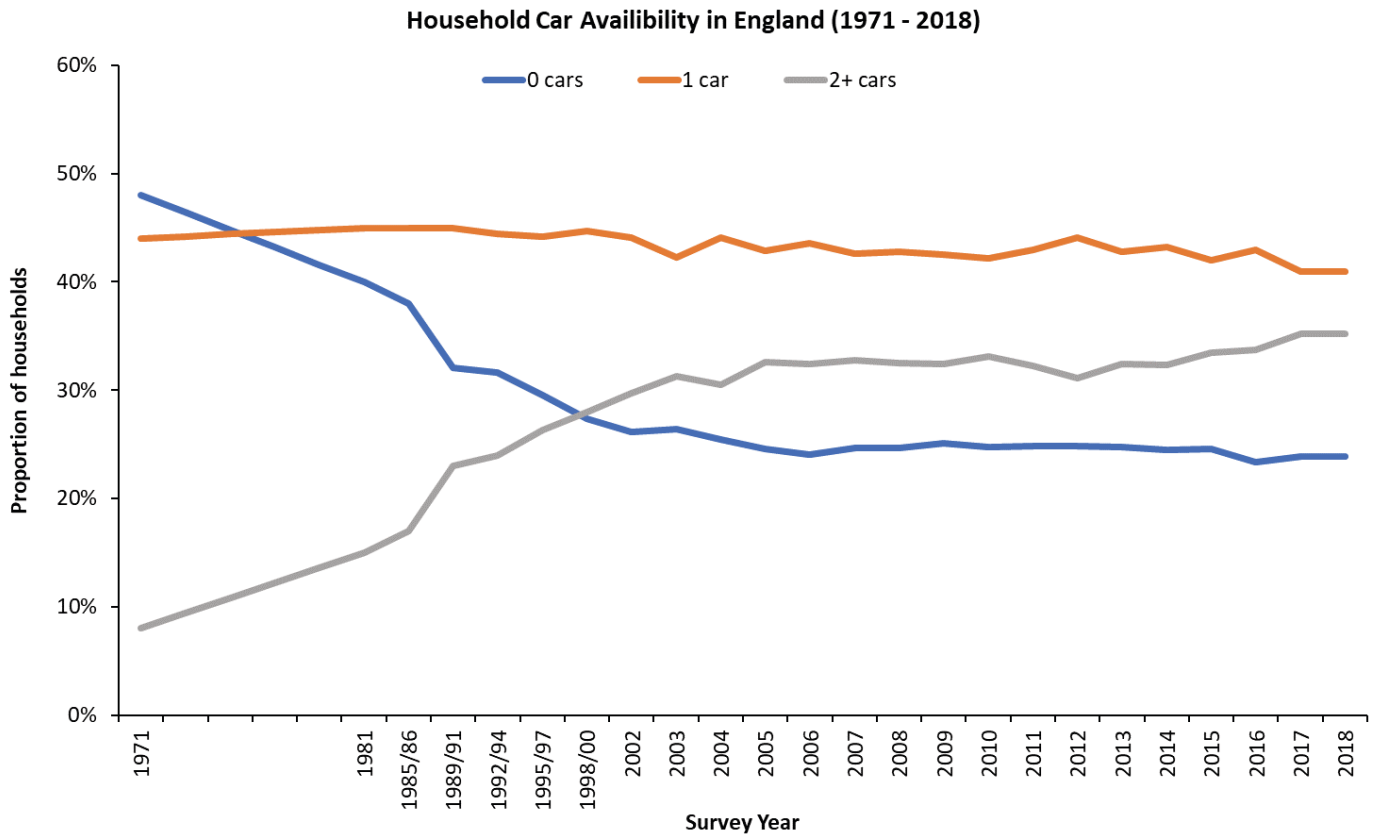
10.19 The GM Travel Diary Survey (GM TRADS) shows that, in Greater Manchester, around 31% of households do not own or have access to a car. However the proportion of households with two or more cars is now at its highest ever at 24.1%. Car use is highest in Tameside (68%) and lowest in Manchester (40%), as a percentage of all journeys (as either driver or passenger).[(120)]

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 Change and Why? Review and Analysis'.[(121)] 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.

119 Transport for Greater Manchester (2020) Highways Forecasting and Analytical Services: SRAD Report 2024 Transport Statistics Manchester 2018-19 – Table 23 Car and Non-Car Trips into Manchester Key Centre 07:30-09:30

120 Transport for Greater Manchester, TRADS (2015-2017), not published

121 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*



Picture 10.4 National Travel Survey 2018, Table NTS0205

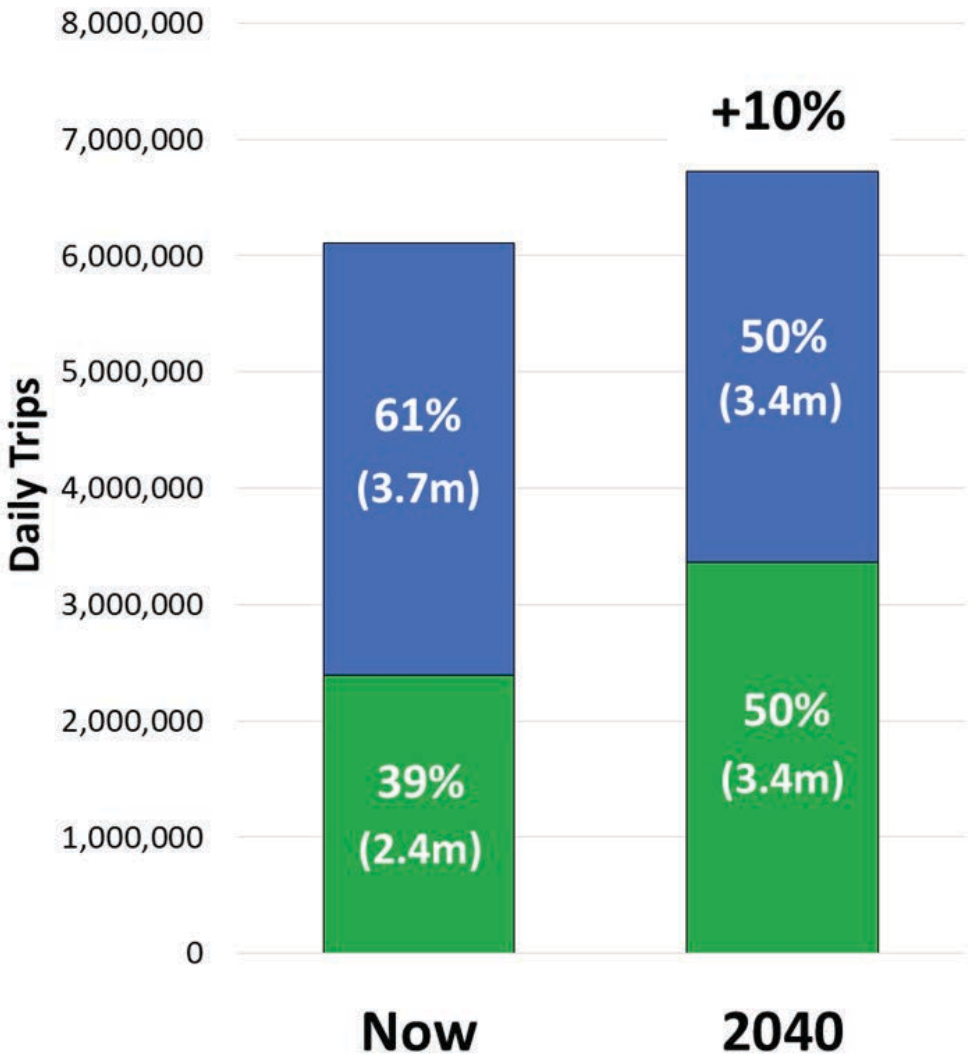
10.21 In contrast, the rapid rise in digital demand seems likely to continue, with more services being delivered digitally and ever-increasing data transfers requiring faster, higher-capacity broadband and mobile connections. As the city-region becomes 'smarter' – utilising data to deliver services more 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.[(122)]

10.22 The challenge for Greater Manchester 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.

122 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 this will be minimising the need to travel, which will help reduce the pressure on our 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.



Picture 10.5 Change in daily trips, now-2040

10.25 Our 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[(123)] 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[(124)] 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 new GMSF growth 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 GMSF 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 2040 Right Mix, 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; and
- Safety and security measures and programmes to make our transport network safe and secure for all users.

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 Policy GM-N 1

Our Integrated Network

In order to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, Greater Manchester's authorities will support a range of measures, including:

123 GMCA (2017) *Greater Manchester Transport Strategy 2040*
124 Visit http://www.tfgm.com/2040 for the latest version of the *Greater Manchester Transport Strategy 2040* Delivery Plan

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 Greater Manchester's limited road space, by following the Global Street Design Guide[(125)] hierarchy (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.

125 Footnote for Global Street Design Guide: https://nacto.org/global-street-design-guide-gsdg/

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 if Greater Manchester is 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[(126)] it is fundamental for all parts of the city-region to have access to world-class digital connections at an affordable price. Greater Manchester already has a vibrant digital economy, with particular strengths in high-value sectors such as the creative industries, health innovation, and advanced manufacturing and materials. However, the city-region 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. Greater Manchester's current strategy for becoming a Digital city-region is set out in the Greater Manchester Digital Strategy 2018-2020.

10.33 Improving Greater Manchester's 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 of Greater Manchester will therefore need to adapt and evolve throughout the GMSF period.

Policy Policy GM-N 2

Digital Connectivity

Greater Manchester's ten local authorities and the GMCA support the provision of affordable, high quality, digital infrastructure. Developers are expected to work and share costs with telecoms operators as appropriate to maximise coverage and enable consumers to make informed choices. It is expected that internet connections will work immediately when residents move into new properties.

In making decisions Greater Manchester's authorities will support a range of measures, including:

126 Greater Manchester Combined Authority (October 2017) *Our people our place: The Greater Manchester Strategy*, paragraph 7.13

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 to incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections; and
3. Facilitating the provision of free, secure, high speed public wi-fi connections, particularly in the most frequented areas.

Our 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 GMSF 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 Our 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 our 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 Our Bus and the GM 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 our 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 our 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 for GM 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;
- Stockport area rail infrastructure improvements;
- 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
- HS2 / NPR (Northern Powerhouse Rail) including growth strategies at Piccadilly, the Airport, Stockport and Wigan.

10.41 Additionally, Greater Manchester will work with its rail partners to help to ensure that sufficient stabling and depot facilities are available to improve network resilience.

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 GMSF 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 GMSF plan period and completion may be beyond 2037.

High Speed Rail 2 (HS2) and Northern Powerhouse Rail (NPR)

10.46 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 HS2 and Northern Powerhouse Rail will put Manchester Piccadilly, Manchester Airport, Stockport and Wigan at the heart of a new high-quality rail network with high-speed connections to London and Birmingham, and faster direct routes to Leeds, Sheffield and Liverpool.

10.47 The first northern phase of HS2 will create a high-speed line to Crewe and allow classic compatible services to run to Stockport and Manchester Piccadilly.

10.48 New High Speed 2 (HS2) railway lines are planned to be operational within the City Region by 2033. As currently proposed, there will be two HS2 lines running through the City Region, having split in two just south of the conurbation. One leg travels to a transformed Manchester Piccadilly station via a new station to the west of Manchester Airport; the second leg runs through western Trafford to join the West-Coast Mainline south of Wigan with Wigan North Western also being served by HS2.

10.49 HS2 is one of the most significant transport infrastructure projects in the UK over recent decades and will bring significant benefits to the City Region, particularly when coupled with the introduction of Northern Powerhouse Rail (NPR). Together they will provide high speed rail connections to London via Birmingham and between the cities of the north.

10.50 Proposals for HS2 and NPR will consolidate 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. Greater Manchester supports the economic benefits of HS2, but we will seek to ensure that any negative impacts on our communities and natural environment are kept to a minimum.

10.51 On 6 June 2019 Secretary of State issued revised safeguarding directions for HS2 Phase 2b Western Leg (Crewe to Manchester) and Eastern Leg (West Midlands to Leeds), with connections onto the existing network which replace all previous versions. Additional Safeguarding Directions were issued 15 April 2020 independently of the June 2019 Directions, which continue to apply. 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.

10.52 It should be noted that Government has made it clear that Safeguarding Directions[(127)] will be kept under review and updated as the project evolves and as the level of engineering detail facilitates a greater understanding of the actual land required.

Policy Policy GM-N 3

Our Public Transport

Major improvements to the public transport network are at various stages of development and an ambitious programme for delivering public transport interventions is set out within Our Five Year Transport Delivery Plan. In order to help deliver major improvements to our public transport, Greater Manchester's authorities will support a range of measures, including:

1. Enhanced connections to other major cities, with Greater Manchester at the hub of a high-speed rail connection to London and Northern Powerhouse Rail;

2. Increased capacity at the bottlenecks in Manchester city centre and Stockport 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.

10.53 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.

127 https://www.gov.uk/government/collections/safeguarding-information-and-maps-for-hs2

Our Streets

The Strategic Road Network

10.54 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 Highways England 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.

10.55 Greater Manchester is continuing to work in partnership with Department for Transport, Highways England 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 for Greater Manchester, 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 GMSF plan period or beyond.

Streets for All

10.56 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 our streets, in local neighbourhoods, town and city centres and on major corridors, such as excess traffic, parked vehicles and local air pollution.

10.57 Streets for All provides a new way of managing our 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.

10.58 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 our streets are designed and managed. This will be essential for delivering a high quality of life, meeting environmental objectives, supporting social inclusion, and enabling Greater Manchester to compete with cities across the world for residents, skilled workers and tourists.

10.59 Recognising that the streets of Greater Manchester 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.

10.60 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.

10.61 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.

10.62 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 Policy GM-N 4

Streets for All

Greater Manchester's 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 Policy GM-N 5 'Walking and Cycling'and Policy Policy GM-N 3 'Our Public Transport').

Greater Manchester's authorities will work with Department of Transport, Highways England, Transport for the North and TfGM to ensure:

1. The design and management of Greater Manchester's streets comprises a Street 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 as part of the delivery of the "Bee 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.

10.63 Further information on Street 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

10.64 Currently almost half of the trips made by Greater Manchester 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 in Greater Manchester which will be fundamental in achieving the city region's overall transport vision.

10.65 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 Greater Manchester's 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.

10.66 If walking and cycling are to become the natural choice for shorter journeys, then a dramatic improvement in the quality and extent of Greater Manchester's 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.

10.67 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.**(128)** Greater Manchester's Cycling and Walking Investment Plan Change a Region to Change a Nation sets out our ambition 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.

128 Mayor of Greater Manchester, Greater Manchester Combined Authority and Transport for Greater Manchester (2018) *Greater Manchester's cycling and walking infrastructure proposal*

Policy Policy GM-N 5

Walking and Cycling

In order to help deliver a higher proportion of journeys made by walking and cycling, Greater Manchester's authorities will support a range of measures, including:

1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community across Greater Manchester using 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 active 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 which form part of the Bee Network;
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; and
7. Ensuring that new developments are planned and constructed with walking and cycling as the primary means of local access, and fully integrated into the existing walking and cycling infrastructure in accordance with GM-N7.

10.68 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

10.69 Freight is essential for both Greater Manchester's 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 city-region. The GMSF 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.

10.70 Ideally, more freight should be moved by rail and water, particularly over longer distances, to reduce highway congestion, greenhouse gas emissions and air pollution. Greater Manchester 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 Greater Manchester are limited.

10.71 Many logistics sites in Greater Manchester 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 in the previous policy. Greater Manchester also benefits from outstanding air freight connections at Manchester Airport and its World Freight Terminal.

10.72 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 Policy GM-N 6

Freight and Logistics

Greater Manchester's authorities 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. 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 GM-N 7.

Transport Requirements of New Development

10.73 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.

10.74 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 for Greater Manchester, and the related objectives in improving health and quality of life, it is critical that we get this right.

10.75 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.

10.76 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 part of Greater Manchester 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.

Policy Policy GM-N 7

Transport Requirements of New Development

Planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plan where appropriate. Greater Manchester's authorities 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 Policy GM-N 1 'Our 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 new developments are planned and constructed with walking and cycling as the primary means of local access, and fully integrated into the existing walking and cycling infrastructure
    - Ensuring that 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. Complying with any parking standards set out in local plans including making adequate parking provision for disabled car 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.

Access and Servicing

12. 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;
13. 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

14. 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.

District Local Plans may set out mechanisms through which new development will be required to make a proportionate financial contribution to the delivery of new transport infrastructure and/or services, necessary to support its successful functioning in accordance with relevant national policy, guidance and regulations.

10.77 District Local Plans may set out mechanisms through which new development will be required to make a proportionate financial contribution to the delivery of new transport infrastructure and/or services, necessary to support its successful functioning in accordance with relevant national policy, guidance and regulations.

Site Allocations

11.1 To deliver the inclusive and prosperous future outlined in the Greater Manchester Strategy, Greater Manchester Authorities 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 the GMSF's spatial strategy will be within the existing urban area. Figure 11.1 'Existing land identified for office, industrial/warehousing and housing development 2020'shows the existing land identified for office, industrial and housing development through the 10 districts' land availability assessments. This land supply includes the identification of suitable brownfield sites and where appropriate the optimisation of density ratios, in line with the overall strategy. As appropriate, district Local Plans will allocate sites from this supply.

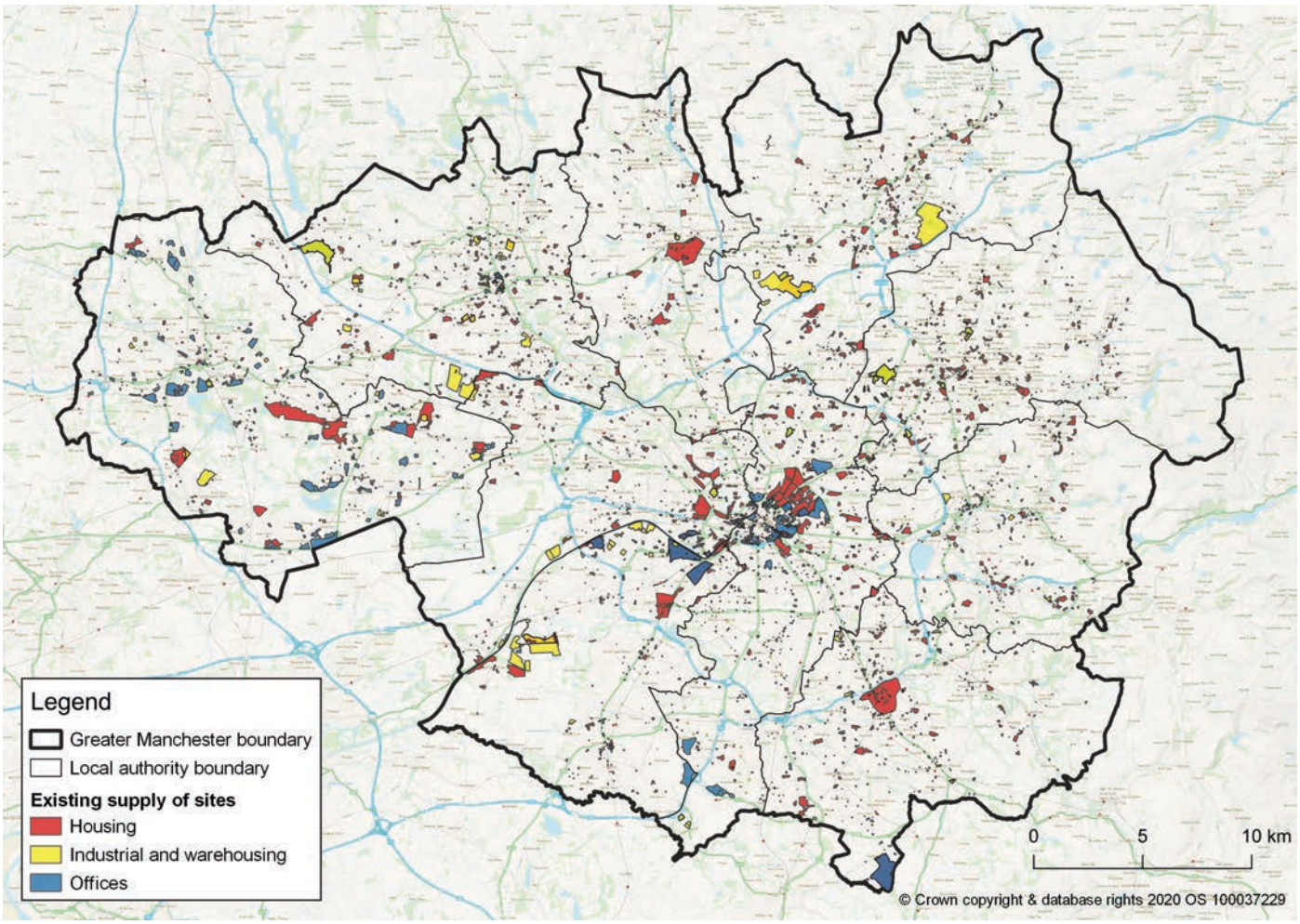


Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020

11.3 As set out in both "Prosperous Greater Manchester" and "Homes for Greater Manchester", insufficient land has been identified within these assessments to meet the development needs of Greater Manchester.

11.4 Discussions have taken place with neighbouring local authorities to determine whether it would be appropriate for them to meet some of the development needs of Greater Manchester, 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.

11.5 Some additional development sites, outside the urban area, are therefore required to deliver the inclusive growth Greater Manchester needs. The role of the GMSF 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 Greater Manchester to meet its overall objectives.

11.6 The sites identified reflect the overall spatial approach set out in 4 'Our Strategy' with the aim of making the most of existing locations and assets whilst providing opportunities across Greater Manchester 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 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.

11.7 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.

11.8 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 Greater Manchester and improve the overall housing offer within individual districts and improve their ability to attract and retain residents.

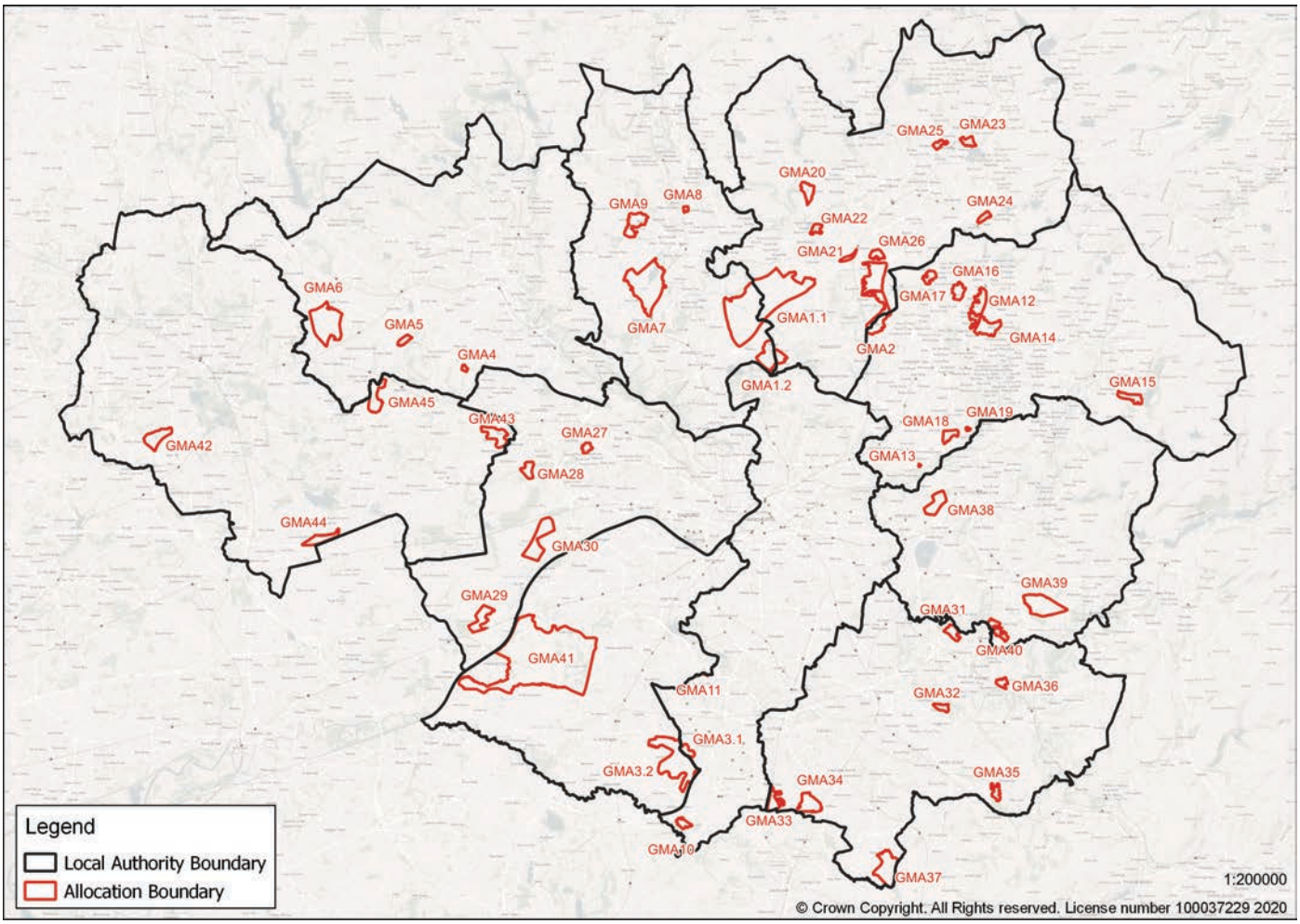
11.9 To ensure that these strategic allocations deliver scale and quality of development required the use of masterplans, where appropriate, will be an important component in ensuring a comprehensive approach to development which is aligned with the delivery of associated infrastructure. This approach will help to deliver high quality, sustainable places which maximises the benefits of the land release for development.

11.10 If successful places are to be created then it will be vital that developments deliver the infrastructure and facilities necessary to support them. The specific type and scale of infrastructure required to support this new development is set out within the policies. 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.

11.11 Where this plan releases sites from the Green Belt, as set out in 'The Greater Manchester Green Belt', Green Belt policies will be strictly applied except in the case of planning applications complying with the relevant allocation policies in this section.

11.12 Picture 11.2 'GMSF Allocations 2020' shows all the sites allocated within the GMSF. These are defined on the Policies Map and a detailed policy framework for each allocation is set out in this Chapter.



Picture 11.2 GMSF Allocations 2020

District	GMSF 2020 Policy Number	2020 Policy Name
Cross Boundary	GMA1.1	Northern Gateway Heywood Pilsworth

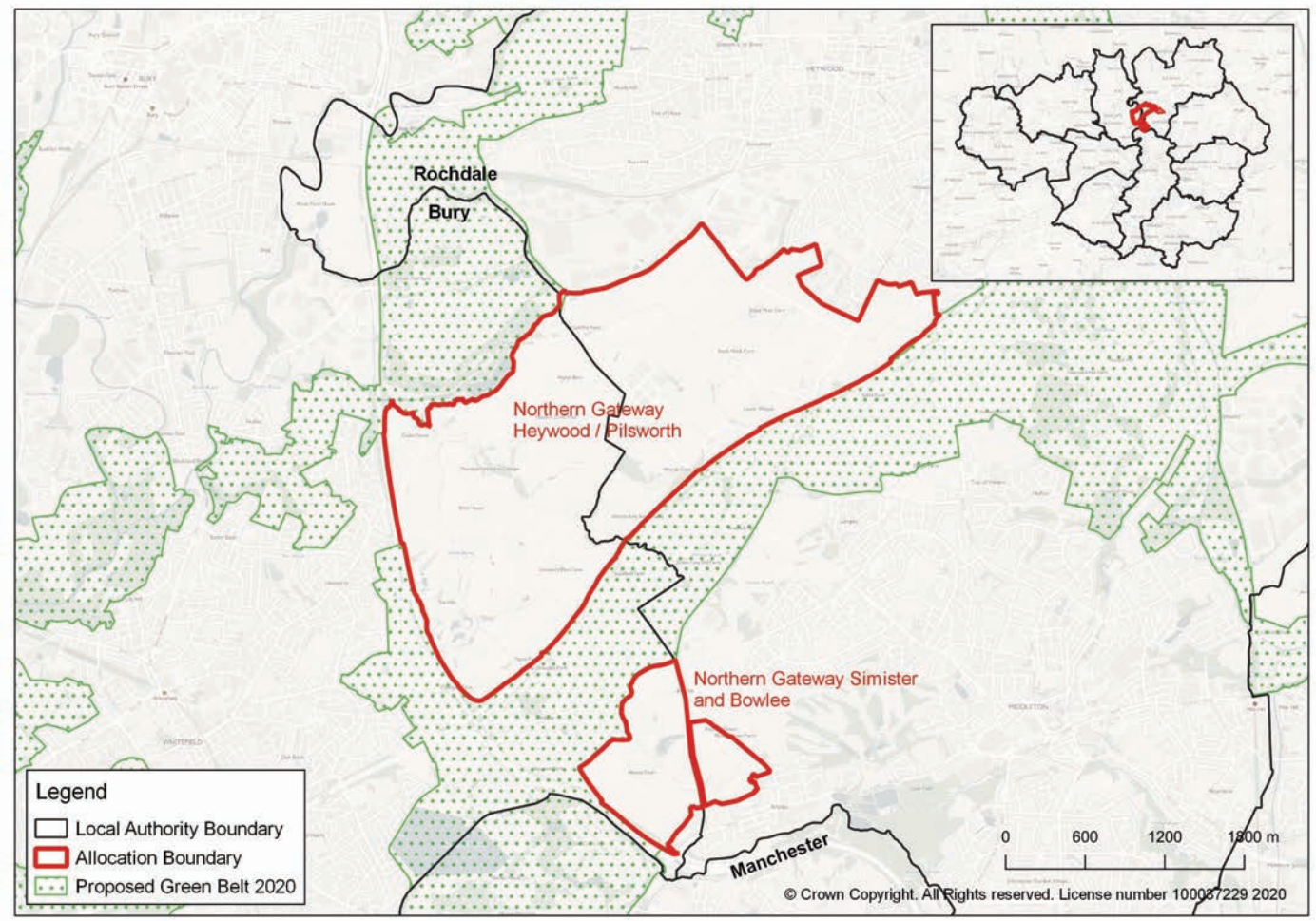
District	GMSF 2020 Policy Number	2020 Policy Name
Cross Boundary	GMA1.2	Northern Gateway Simister and Bowlee
Cross Boundary	GMA2	Stakehill
Cross Boundary	GMA3.1	Medipark
Cross Boundary	GMA3.2	Timperley Wedge
Bolton	GMA4	Bewshill Farm
Bolton	GMA5	Chequerbent North
Bolton	GMA6	West of Wingates
Bury	GMA7	Elton Reservoir
Bury	GMA8	Seedfield
Bury	GMA9	Walshaw
Manchester	GMA10	Global Logistics
Manchester	GMA11	Southwick Park
Oldham	GMA12	Beal Valley
Oldham	GMA13	Bottom Field Farm (Woodhouses)
Oldham	GMA14	Broadbent Moss
Oldham	GMA15	Chew Brook Vale (Robert Fletchers)
Oldham	GMA16	Cowlishaw
Oldham	GMA17	Hanging Chadder
Oldham	GMA18	Land south of Coal Pit Lane (Ashton Road)
Oldham	GMA19	South of Rosary Road
Rochdale	GMA20	Bamford and Norden
Rochdale	GMA21	Castleton Sidings

District	GMSF 2020 Policy Number	2020 Policy Name
Rochdale	GMA22	Crimble Mill
Rochdale	GMA23	Land north of Smithy Bridge
Rochdale	GMA24	Newhey Quarry
Rochdale	GMA25	Roch Valley
Rochdale	GMA26	Trows Farm
Salford	GMA27	Land at Hazelhurst Farm
Salford	GMA28	East of Boothstown
Salford	GMA29	North of Irlam Station
Salford	GMA30	Port Salford Extension
Stockport	GMA31	Bredbury Park Extension
Stockport	GMA32	Former Offerton High School
Stockport	GMA33	Heald Green 1 (West)
Stockport	GMA34	Heald Green 2 (East)
Stockport	GMA35	High Lane
Stockport	GMA36	Hyde Bank Meadows
Stockport	GMA37	Woodford Aerodrome
Tameside	GMA38	Ashton Moss West
Tameside	GMA39	Godley Green Garden Village
Tameside	GMA40	South of Hyde
Trafford	GMA41	New Carrington
Wigan	GMA42	M6 Junction 25
Wigan	GMA43	North of Mosley Common
Wigan	GMA44	Pocket Nook
Wigan	GMA45	West of Gibfield

Table 11.1 List of GMSF Allocations

Cross-Boundary Strategic Allocations

Northern Gateway



Picture 11.3 GMA 1 Northern Gateway

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 GM Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)'); and
- Simister and Bowlee (Bury and Rochdale) (see Policy GM Allocation 1.2 'Simister and Bowlee (Northern Gateway)')

11.13 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 Greater

Manchester 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 locations that will help to deliver these fundamental objectives.

11.14 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.

11.15 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 GMSF plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and internationally.

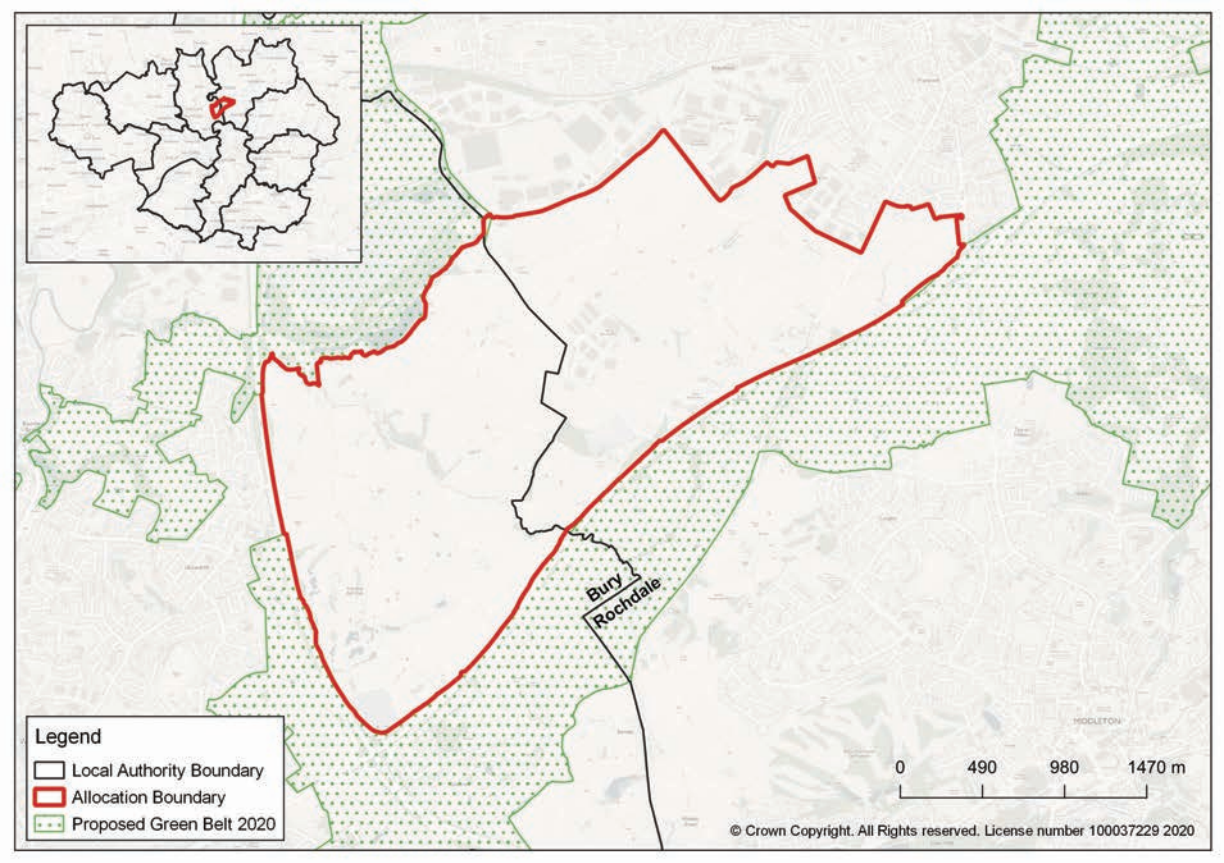
11.16 This will be supported by new communities as part of the Heywood/Pilsworth allocation as well as at Simister/Bowlee which have transformational potential in enabling new housing, community facilities and new transport infrastructure to come forward in what is currently an area with significant pockets of high deprivation, low skills and worklessness.

11.17 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.

11.18 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 GM Allocation 1.1

Heywood / Pilsworth (Northern Gateway)



GMA 1.1 Heywood / Pilsworth (Northern Gateway)

Any proposals for this allocation must be in accordance with a comprehensive masterplan relating to the area to come forward in the plan period that has been previously approved by the LPA(s). It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D 1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Development at this allocation will be required to:

1. 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 700,000 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, in the west of the allocation off Castle Road ensuring that an appropriate buffer is incorporated to separate this part of the allocation from the wider employment area and that appropriate highways measures are in place to prevent the use of residential roads by traffic associated with the wider employment area; and
iv. An appropriate range of supporting and ancillary services and facilities.

2. Make provision for significant new and improved highways infrastructure to enable the proposed level of development to be accommodated, including:

    i. Improvements to Junction 3 of the M66;

    ii. Improved links between Junction 3 of the M66 and Junction 19 of the M62;

    iii. Other off-site highway works where these are necessary to ensure acceptable traffic movement, including a contribution towards the mitigation proposed at Croft Lane, Hollins Lane/Hollins Brow

3. Support the delivery of improved public transport infrastructure through the site allocation (including Bus Rapid Transit corridors) and close to the allocation (including potential tram-train on the East Lancashire rail line between Bury and Rochdale) to enhance sustainable connectivity to the wider sub-region and adjoining districts and neighbourhoods;
4. Deliver a network of safe and convenient cycling and walking routes through the allocation designed to national and GM standards of design and construction and local planning requirements;
5. Make provision for affordable housing in accordance with local planning policy requirements;
6. Provide financial contributions for offsite additional primary and secondary school provision to meet needs generated by the development;
7. Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
8. 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 (GM1.2);

9. Retain, enhance and replace existing recreation facilities, where required, and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;
10. Make provision for new, high quality, publicly accessible multi-functional green and blue infrastructure to provide health benefits to workers and residents as well as creating a visually attractive environment and providing linkages to the site's wider drainage strategy in accordance with Policy GM-G 2 'Green Infrastructure Network' and Policy GM-G 8 'Standards for a Greener Greater Manchester'. This should include the integration and enhancement of existing features such as Hollins Brook/Brightly Brook SBI and Whittle Brook;
11. Minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity';
12. 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;
13. Ensure that sustainable drainage systems are fully incorporated into the development to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Where possible, natural SuDS techniques should be utilised, prioritising the use of ponds, swales and other infrastructure which mimic natural drainage and be designed as multi-functional green infrastructure connecting to the wider green and blue infrastructure network in accordance with Policy GM-S 5 'Flood Risk and the Water Environment'and nationally recognised SuDS design standards. Proposals to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available.;
14. Make appropriate provision for the long term management and maintenance of areas of green infrastructure, biodiversity features and other areas of open space and sustainable drainage features;
15. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sqm / 50 dwellings or more;
16. Provide an appropriate buffer between the development and the motorway where required to serve multiple functions including air quality, noise, visual mitigation and high quality landscaping;
17. Incorporate appropriate noise and air quality mitigation along the M62 and M66 motorway corridors and local road network if required within the allocation;
18. Protect and, where appropriate, enhance the heritage assets and their setting within the allocation, including the Grade II Listed buildings Brick Farmhouse and Lower Whittle Farmhouse and the wider historic character of the surrounding setting in accordance with the findings and recommendations of a Heritage Impact Assessment; and
19. Carry out a detailed assessment and evaluation of known and potential archaeological sites including Meadow Croft Farm, historic landscape features and build heritage assets, to establish specific requirements for the protection and enhancement of significant heritage assets.

11.19 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.

11.20 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 for removal from the Green Belt. 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.

11.21 Although the allocation has the capacity to deliver a total of around 1,200,000 sqm of new employment floorspace, it is anticipated that around 700,000 sqm of this will be delivered within the plan period (in addition to 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.

11.22 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.

11.23 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.

11.24 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.

11.25 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.

11.26 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 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.

11.27 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 allocation will also share the benefits of the improved accessibility of the area.

11.28 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.

11.29 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.

11.30 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.

11.31 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.

11.32 Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy 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.

11.33 The development of the allocation will also be required to have regard to flood risk and it will also be necessary for it to involve the implementation of an appropriate drainage strategy in order to minimise and control the rate of surface water run-off.

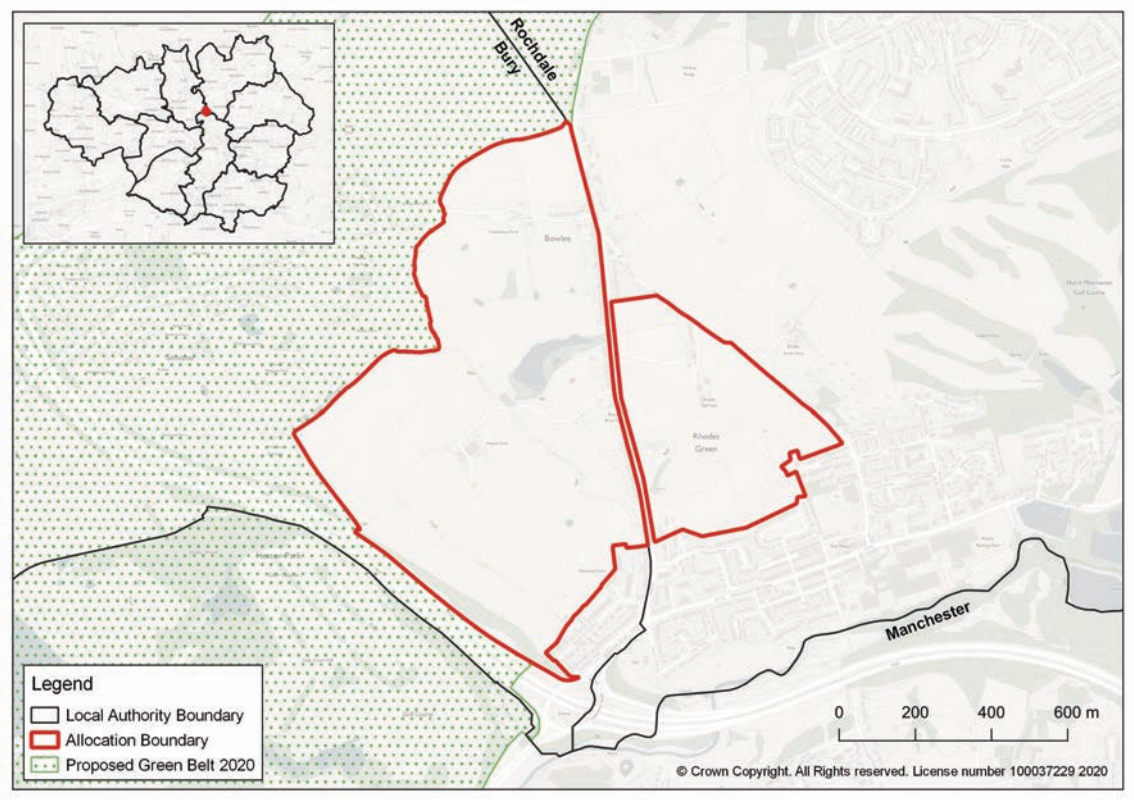
11.34 Traffic to and from the site is likely to include travel on the M62 which passes close to designated European sites and, as such, a project specific Habitats Regulation Assessment will be required for planning applications involving 1,000 or more sqm or 50 or more residential units.

11.35 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

11.36 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.

Policy GM Allocation 1.2

Simister and Bowlee (Northern Gateway)



Picture 11.4 GMA 1.2 Simister and Bowlee (Northern Gateway)

Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been previously approved by the LPA(s). It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D 1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Development at this allocation will be required to:

1. Deliver a broad mix of around 1,550 houses to diversify the type of accommodation across the Simister, Bowlee and Birch and Langley areas. This includes an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build 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;
2. Facilitate the required supporting transport services and infrastructure including:

i. An upgrade of the local highways network
ii. Traffic restrictions on Simister Lane to prevent this route from being a form of access/egress to and from the allocation;
iii. Improved public transport provision through the allocation (including Bus Rapid Transit corridors) and close to the allocation (including potential Bus Rapid Transit or Metrolink extension to Middleton) in order to serve the development; and
iv. Other off-site highway works where these are necessary to ensure acceptable traffic movement.

3. Deliver a network of safe and convenient cycling and walking routes through the allocation designed in accordance with national and GM standards of design and construction and local planning policy requirements;
4. Make provision for affordable housing in accordance with local planning policy requirements;
5. Make provision for a new two form entry primary school;
6. Make financial contribution towards off-site secondary school provision to meet the needs generated by development;
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. Make provision for other necessary infrastructure such as utilities, broadband and electric charging points in accordance with relevant GMSF or local planning policies;
9. Ensure the design and layout allows for effective integration with surrounding communities, including active travel inks and connections to local services and the new areas of employment at Heywood/Pilsworth (GM1.1);
10. Retain, enhance and replace existing recreation facilities where required and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;
11. Make provision for new, high quality, publicly accessible, multi-functional green and blue infrastructure within the allocation to provide health benefits to residents as well as creating a visually attractive environment and providing linkages to the sites wider drainage strategy in accordance with Policy GM-G 2 'Green Infrastructure Network' and Policy GM-G 8 'Standards for a Greener Greater Manchester'. This should include enhancement of existing watercourses throughout the allocation;
12. Minimise impacts on and provide net gains for biodiversity assets within the allocation, including the Bradley Hall Farm SBI, in accordance withPolicy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity';
13. Ensure that sustainable drainage systems are fully incorporated into the development to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Where possible, natural SuDS techniques should be utilised, prioritising the use of ponds, swales and other infrastructure which mimic natural drainage and be designed as multi-functional green infrastructure connecting to the wider green and blue infrastructure network in accordance with Policy GM-S 5 'Flood Risk and the Water Environment'and nationally recognised SuDS design standards. Proposals to

discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available;

14. Make appropriate provision for the long term management and maintenance of areas of green infrastructure, biodiversity features, other areas of open space and sustainable drainage features;
15. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sqm / 50 dwellings or more;
16. 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;
17. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes;
18. Protect and enhance the heritage and archaeological assets within the vicinity of the allocation and their setting in accordance with the findings of a Heritage Impact Assessment.

11.37 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.

11.38 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 GM 1.1 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.

11.39 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.

11.40 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.

11.41 Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy 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.

11.42 Traffic to and from the site is likely to include travel on the M62 which passes close to designated European sites and, as such, a project specific Habitats Regulation Assessment will be required for planning applications involving 1,000 or more sqm or 50 or more residential units.

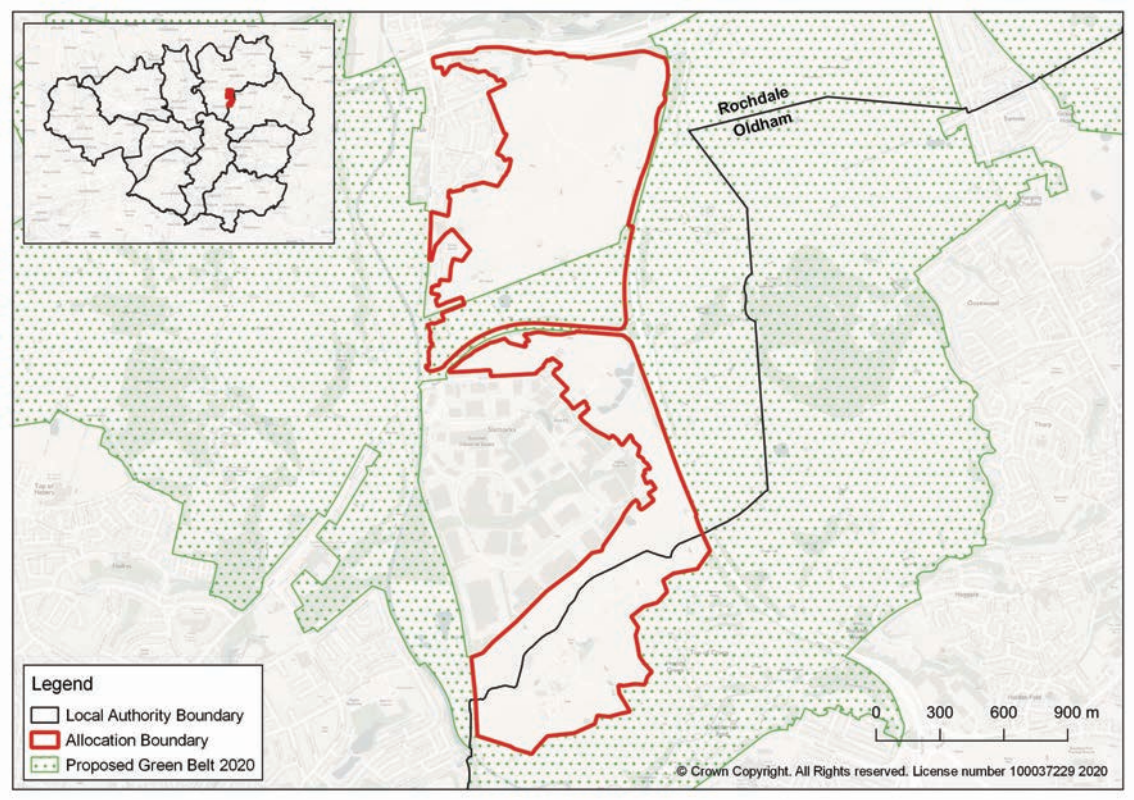
11.43 Given that the site is located adjacent to the M62 motorway, there may be a need to incorporate a buffer between the allocation and the motorway to serve multiple functions including air and noise mitigation and high quality landscaping. Mitigation through tree planting could be undertaken in conjunction with proposals for the Northern Forest.

11.44 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.

Stakehill

Policy GM Allocation 2

Stakehill



Picture 11.5 GMA 2 Stakehill

Development at this site will be required to:

1. Deliver around 155,000 sqm of high quality, adaptable, employment floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing, logistics and other growth industries, taking advantage of its accessible location and proximity to Junction 20 of the M62, and complementing the other opportunities within the M62 North East corridor;
2. Provide around 1,680 high quality homes, including larger, higher value properties, to support the new jobs created along the M62 corridor and create a sustainable and high quality extension to the urban area;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development. 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. Ensure that the design of the scheme preserves or enhances the setting of the listed St John's Church and war memorial;
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 in terms of the design, landscaping and boundary treatment in order to minimise the visual impact as much as possible;
7. Retain a strategic area of Green Belt between the A627(M) spur and Thornham Lane to maintain separation between the urban areas of Rochdale and Middleton;
8. Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas;
9. Contribute to the proposed new railway station at Slattocks which is currently being investigated by TfGM and ensure that new development is designed in a way to maximise the benefits of the new rail station through the creation of high quality walking and cycling routes;
10. Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles;
11. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
12. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;
13. 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;
14. Ensure that the existing settlements and pockets of housing are taken fully into account through the masterplanning of the area;
15. 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 good quality boundary treatment, particularly on the southern edge of the site to provide an attractive defensible Green Belt boundary;
16. Retain and where possible enhance areas of biodiversity within the area, notably the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and reservoirs within the site;
17. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sqm / 50 dwellings or more
18. Contribute and make provision for additional primary and secondary school places to serve the development. This will include provision of land and financial contributions to deliver the expansion of Thornham St John's Primary School located within the allocation;

19. Given the scale of the new housing provision it will be necessary for the proposal to deliver social infrastructure to ensure that the needs of new and existing communities are properly met; and
20. Incorporate appropriate noise and air quality mitigation taking account of the M62 and A627(M) motorway corridors.

11.45 Stakehill provides a significant opportunity for both Oldham and Rochdale to contribute to the future economic growth of Greater Manchester, capitalising on its proximity and connectivity to the motorway and rail network. It has the potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key growth 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 Northern Gateway 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 Northern Gateway and elsewhere.

11.46 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.

11.47 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 the 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 Northern gateway providing different types of premises and appeal to a wide range of uses and sectors.

11.48 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.

11.49 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 sites 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.

11.50 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. Whilst the development does not encroach into the areas around Tandle Hill Country Park, 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 use within the development can help mitigate against any visual impact. The site does include areas of biodiversity in the form of Sites of Biological Importance, reservoirs, and brooks. These and other nature conservation features should be retained and, where possible, enhanced.

11.51 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 the masterplan, design, density and provision of green space to preserve the tranquillity of the Church. Similarly, where practical, historic field boundaries as highlighted by the Heritage Impact Assessment should be retained and incorporated in to the masterplan to help retain the rural character of the site. These areas and assets identified by the Stakehill Historic Environment Assessment 2020 which require a programme of archaeological investigation. These sites will be considered through the detailed masterplanning of this site and any subsequent planning application.

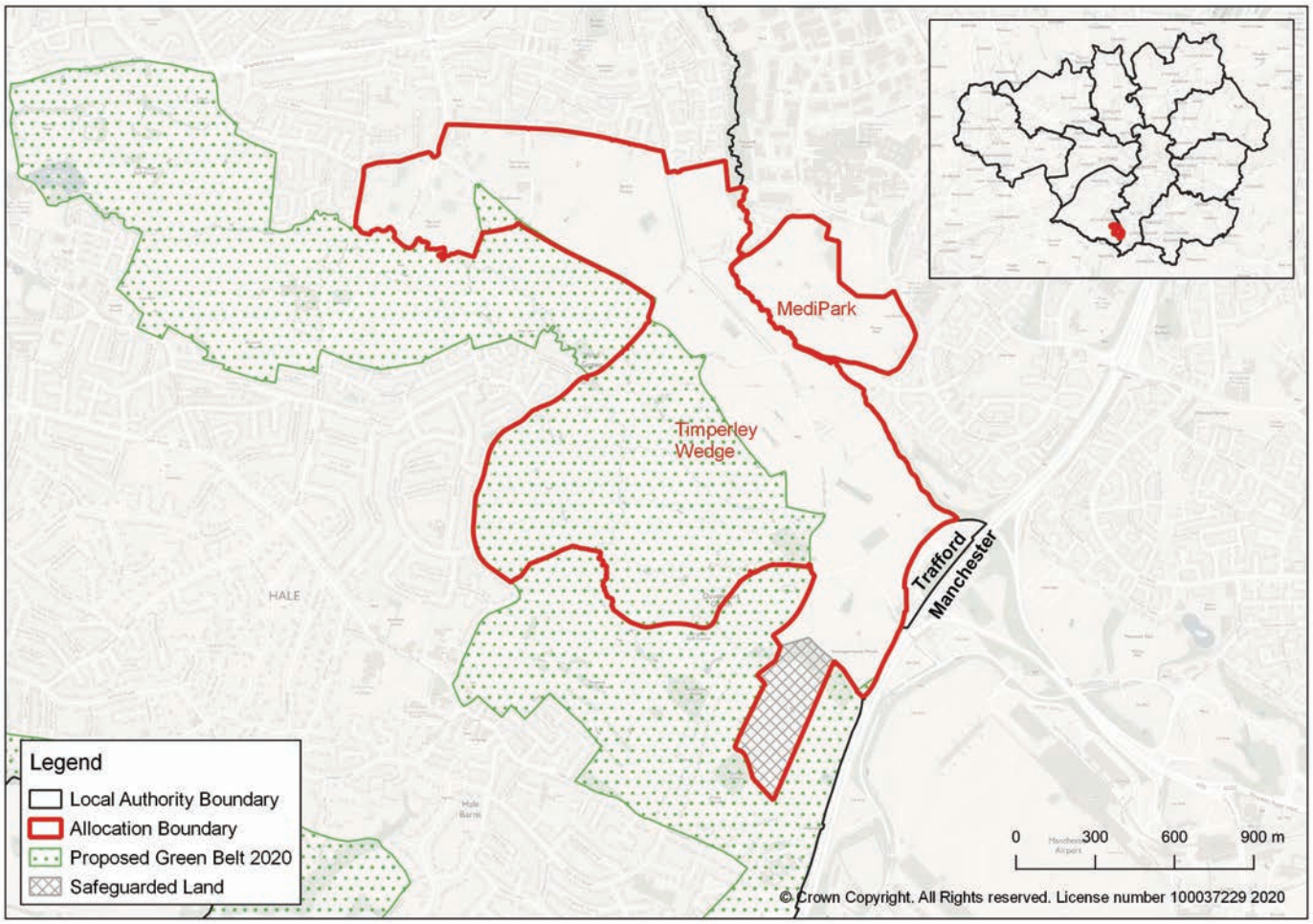
11.52 It is considered that by 2040 these developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated National and European sites known to be susceptible to traffic pollution, particularly nitrate deposition. 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.

11.53 The wider opportunity area is adjacent to and includes areas existing development. Any proposed scheme should have full regard to these areas and consider them through the detailed masterplanning of the area.

11.54 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.

11.55 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.

Medipark/Timperley Wedge



Picture 11.6 GMA 3 Medipark/Timperley Wedge

11.56 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 GM Allocation 3.1 'Medipark')
- Timperley Wedge (See Policy GM Allocation 3.2 'Timperley Wedge')

11.57 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.

11.58 In the future the Location will also benefit from HS2 which is one of the most significant transport infrastructure projects in the UK over recent decades and together with Northern Powerhouse Rail (NPR) will provide high speed rail connections to London via Birmingham and between the cities of the north. The economic benefits of HS2 and NPR will support existing businesses, inward investment and job creation and the advantages this gives to new development in this location are hugely significant.

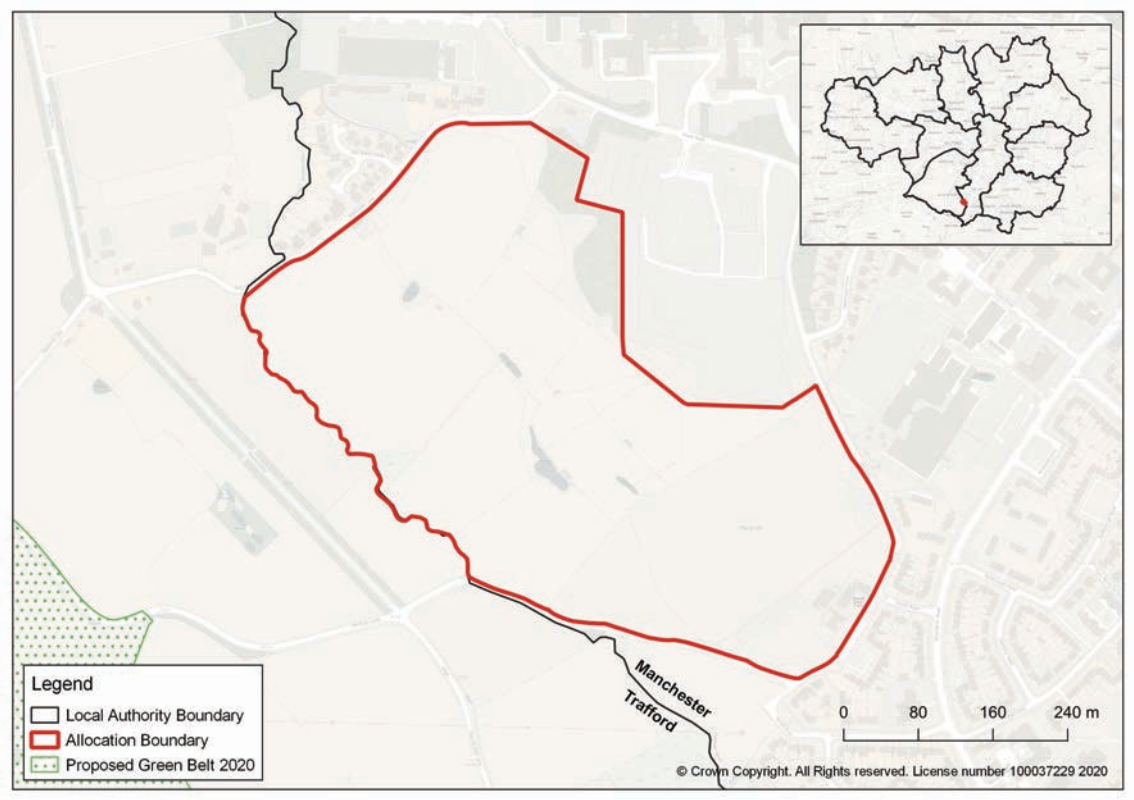
11.59 Strategically situated between Manchester University NHS Foundation Trust, Wythenshawe Hospital, Manchester Airport and Airport City, these allocations form part of the Manchester Airport Strategic Location (Policy GM-Strat 10 'Manchester Airport'). The significance of these locations collectively, as regards delivering in an integrated manner development which meets GM's needs, is considerable. The Global Logistics (Policy GM Allocation 10 'Global Logistics') allocation for B2/B8 will meet a different but complementary need to Medipark with more specialist knowledge based business and the Timperley Wedge will serve with the B1 Employment.

11.60 Significant transport improvements are required and will need to be subject to further more detailed traffic assessment and masterplanning for each of the allocations.

11.61 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 GM Allocation 3.1

Medipark



Picture 11.7 GMA 3.1 Medipark

Development on this site will be required to:

1. Deliver about 86,000 sqm B1-focused floorspace;
2. Development should be configured to take advantage of transport infrastructure in the area including the need to accommodate and contribute to the delivery of the proposed Metrolink Manchester Airport Line Western Leg extension;
3. Deliver a new spine road through the site with connections to the existing road network;
4. Facilitate improvements to the surrounding Strategic, Primary and Local Road Networks, including entry / egress and links to the strategic highway network, to enable safe access to and from the area;
5. Improve access to the site by providing links to local cycling and walking networks where appropriate;
6. Compliment the wider Roundthorn Medipark development and the development proposed in Timperley Wedge;
7. Ensure development within the site should not impact the listed buildings of Newall Green or the adjacent playing field;

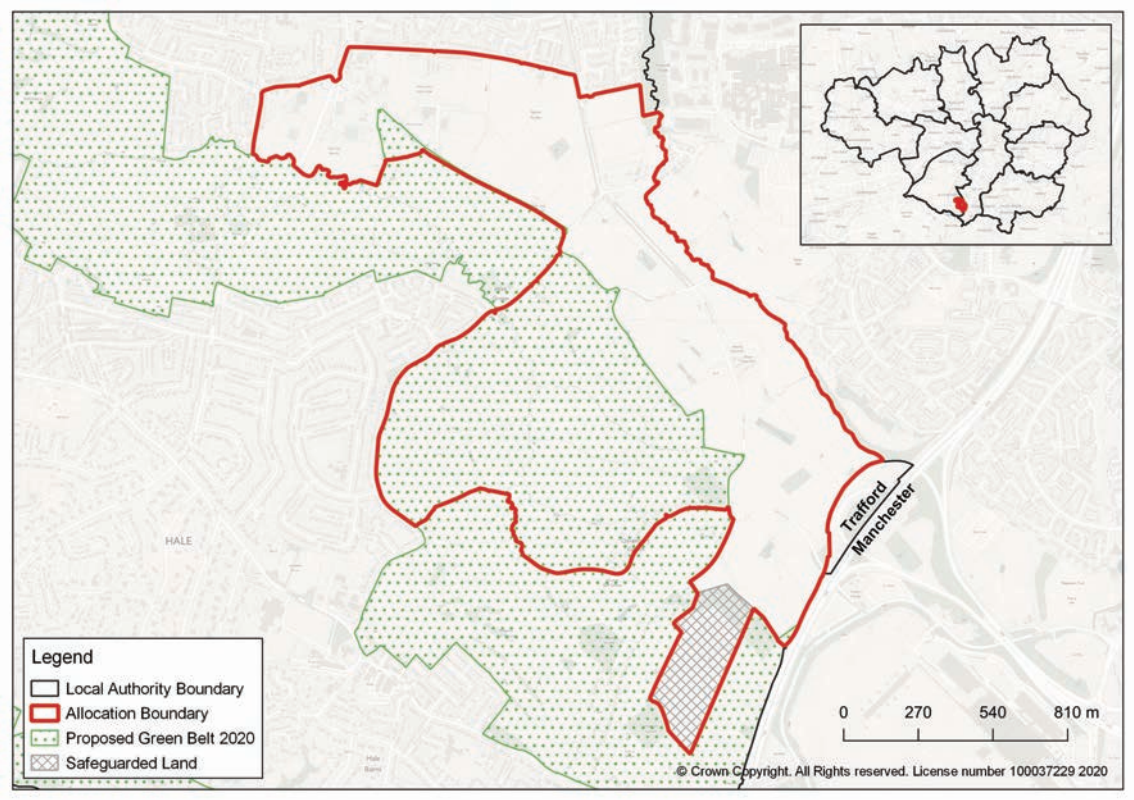
8. Incorporate suitable site migration to account for the historic landscape features within the site; and
9. Reflect the sequential approach to flood risk management, focusing more sensitive development furthest from Fairywell Brook. High quality natural landscaping, including the provision of native species, should be delivered adjoining the brook to help mitigate flood risk and promote biodiversity and green infrastructure

11.62 The opportunity that this area offers because of its proximity to Manchester University NHS Foundation Trust (Wythenshawe Hospital) and the wider Roundthorn Medipark Enterprise Zone 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 HS2, including the airport station a short distance to the south, will provide a further stimulus to economic activity in this area.

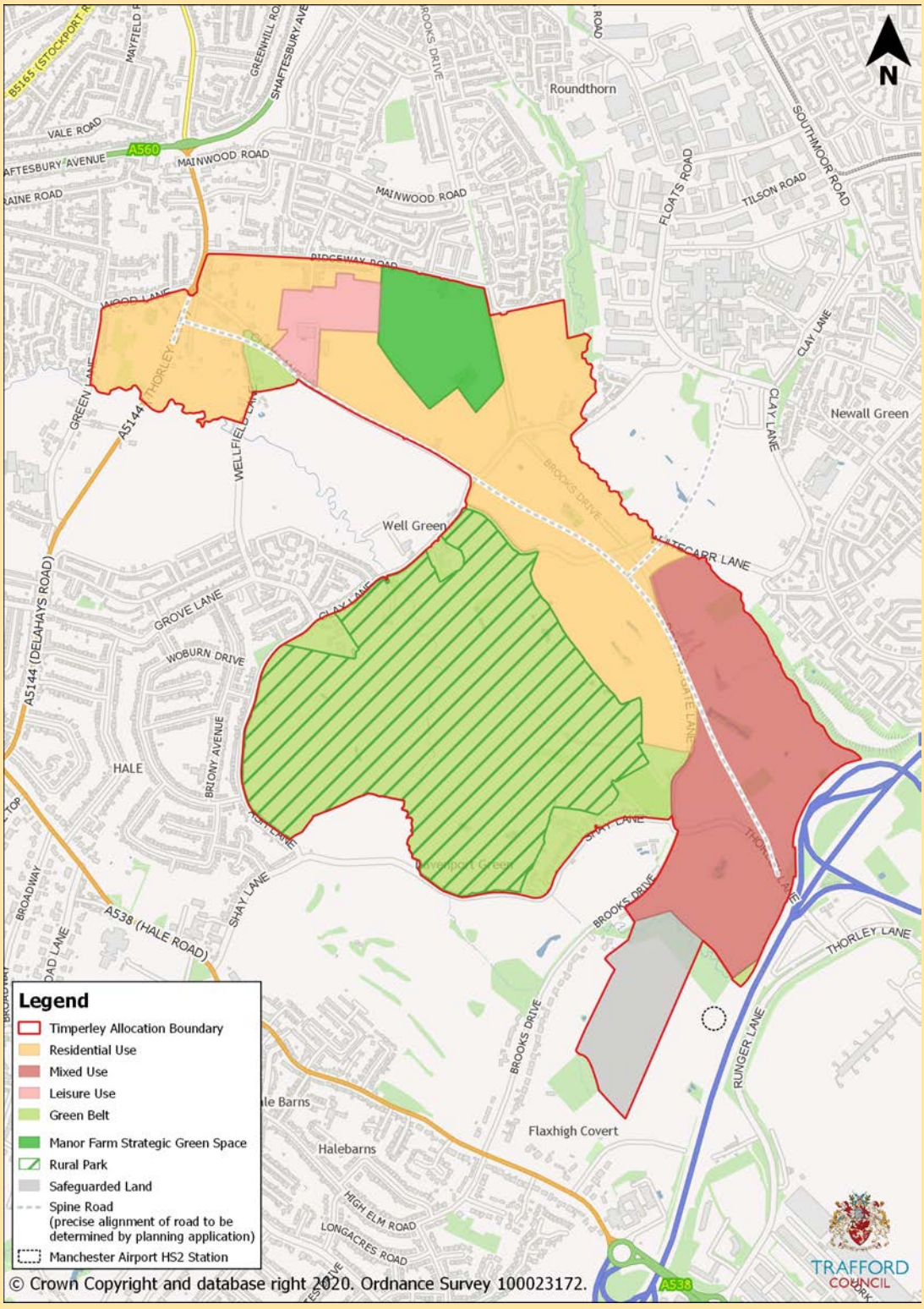
11.63 The area's location within open countryside and adjoining Fairywell Brook means that a high quality and forward-looking design will be needed. Future flood risk management from the brook should be considered from the outset to minimise risk to the new development, as well as affording opportunities 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 GM Allocation 3.2

Timperley Wedge



Picture 11.8 GMA 3.2 Timperley Wedge



Picture 11.9 Timperley Wedge Allocation Policy Plan

Development of the site will be required to:

1. Be in accordance with a masterplan or SPD agreed by the Local Planning Authority to ensure the site is planned and delivered in a coordinated and comprehensive manner;

Residential Development

2. Deliver around 2,500 homes of which 1,700 will be in the plan period as set out in the Allocation Policy Plan;
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 a range of house types, sizes, layouts and tenures through a place-led approach;
5. 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 HS2 / NPR Manchester Airport station;
6. Provide a minimum of 45% affordable housing throughout the site;
7. Make specific provision for self-build custom build plots, subject to local demand as set out in the Council's self-build register;

Employment Development

8. Deliver around 60,000 sqm B1 office employment land within a mixed employment residential area set out in Allocation Policy Plan; of which 15,000 sqm will be in the Plan period;
9. Create legible streets and space within the employment area with attractive buildings that respond positively to the landscape and provide accessible linkages to residential areas and the local centre;
10. Create employment and training opportunities for local people, in particular through the construction phase, to be set out in a Local Labour Agreement in accordance with Local Plan policies;

Delivery and Phasing

11. Co-ordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location
12. Make a proportionate contribution, by means of an equalisation mechanism, to infrastructure delivery. Detailed requirements will be set out in the masterplan/SPD;

Transport Integration and Accessibility

13. Deliver accessible streets which prioritise cycling, walking and public transport over the private car;
14. 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;
15. Accommodate and contribute to the delivery of the Manchester Airport Metrolink Line Western Leg extension including Metrolink stop(s) to be agreed with TfGM;

16. Deliver a new spine road through the site with connections to the existing road network and local access to development sites, incorporating separate pedestrian and cycling space and provision for future bus rapid transit to improve east west connections between Altrincham and Manchester Airport;
17. Make the necessary improvements to the Strategic, Primary and Local Road Networks to enable the proposed level of development and mitigate the impact of increased vehicle numbers, including:

    i. Road Widening at Dobbinetts Lane
    ii. Junction improvement to Thorley Lane/Runger Lane
    iii. New roundabout junction at Thorley Lane/Green Lane/Clay Lane
    iv. Contributions to improvements at M56 Junction 3 and Terminal 2 roundabout

Community Facilities

18. Provide a new local centre with convenience shopping facilities as a hub for local services in the region of 3,000 sqm of retail floorspace close to the Davenport Green stop of the Metrolink Western Leg extension;
19. Provide additional primary school places, including a new primary school and contribute to the provision of secondary school places;
20. Provide and contribute to new health facilities to support the new community

Green Belt

21. Create defensible Green Belt boundaries utilising, where appropriate, existing landscape features;
22. Mitigate any impact on and improve the environmental quality and accessibility of remaining Green Belt land;

Green Infrastructure

23. Provide a significant area of enhanced and accessible green infrastructure (including new public rights of way) within a rural park to remain in the Green Belt identified on the Allocation Policy Plan, ensuring protection of heritage assets in this area;
24. Create wildlife corridors and stepping stone habitats within the development areas to support nature recovery networks, provide ecosystem services and accessible green infrastructure including green links:

    i. From Clay Lane through to Brooks Drive and Fairywell Brook
    ii. Through Davenport Green Ponds SBI to Medipark

25. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space standards, 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;

26. Protect Manor Farm identified in the Allocation Policy Plan and promote its use for future sports provision including, where appropriate, new access and car parking;
27. Promote improvements to leisure facilities at Hale Country Club;

Natural Environment

28. Protect and enhance natural environment assets within the site and surrounding area, including SBIs, woodland and hedgerows;
29. Deliver a clear and measurable net gain in biodiversity, including provision for long-term management of habitats and geological features which may include SUDs systems of high biodiversity value created as part of the overall flood risk and drainage strategy;
30. Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve 'good' status as required under the North West River Basin management plan (2019);

Landscape

31. Retain important landscape views and landscape features such as ponds, woodland and hedgerows and use these features to develop a distinct sense of place;
32. 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

33. Ensure new development is place-led, creative and contextual in its response, respecting the local character and positive local design features of the area;
34. Be in accordance with the Council's adopted Design Guide embracing strategic design principles, including creating connected communities, redefining streets, delivering inclusive characterful design and responding to heritage;
35. 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

36. Positively conserve all aspects of the historic environment as appropriate without harm to the significance of heritage assets or their setting and in line with a Heritage Impact Assessment;
37. Protect and enhance archaeological features and, where appropriate, carry out archaeological evaluation in the form of geophysics, field walking and trail trenching for areas specified in the Timperley Wedge Heritage Assessment 2020 to understand where especially significant archaeology must be preserved in situ;

Utilities, Environmental Protection and Climate Change

38. Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon by 2028;
39. Explore and deliver the most appropriate solutions to providing decentralised low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks, energy centres, the implementation of renewable and low carbon heat and energy technologies in design and the co-location of potential heat and energy customers and suppliers;
40. Ensure new development maximizes on-site renewable energy measures in line with the energy hierarchy, for example, via solar PV and other low carbon technologies, linked to the provision of and supply to electric vehicle charging infrastructure;
41. Make provision for other necessary infrastructure such as utilities, full fibre broadband and electric vehicle charging points in accordance with relevant GMSF or Local Plan policies;
42. Mitigate flood risk and surface water management issues including provision of SUDS through the design and layout of development in accordance with a flood risk, foul and surface water management strategy. The allocation-wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD;
43. Incorporate on-site measures to deal with surface water and control the rate of surface water run off. Planning applications will be expected to apply the full surface hierarchy and ensure water is managed close to where it falls by mimicking the natural drainage solution;
44. Demonstrate that development proposals will not adversely affect existing water supply infrastructure that passes through the site. This will include consideration of any changes in ground levels and management of the construction process;
45. Seek to actively reduce the impact of potential flood risk both within and beyond the site;
46. Incorporate appropriate noise and air quality mitigation, such as woodland buffers, particularly along the M56 motorway, the Metrolink and HS2/NPR corridor in line with Environmental (Noise) Regulations;

<u>Safeguarded Land - HS2 Growth Area</u>

47. The land identified to the south and west of the HS2 Airport station as shown on the Allocation Policy Plan, although removed from the Green Belt, is not allocated for development at the present time;
48. The land is safeguarded in accordance with Policy GM-G 11 'Safeguarded Land';
49. Any future allocation is subject to an assessment that the land directly contributes to the Greater Manchester HS2 / NPR Growth Strategy and it should only be developed after completion of development set out in the Timperley Wedge masterplan/SPD and following the delivery of HS2 Airport station; and
50. Should a HS2 Airport station not be developed, the land will return to Green Belt following a future Plan review.

11.64 Development of the site will require a coordinated approach between all landowners and developers and Trafford Council is committed to working with stakeholders to bring forward a detailed Masterplan / SPD which provides a framework for the sustainable delivery of a new community at Timperley Wedge.

Residential development

11.65 The Timperley Wedge allocation will deliver around 1,700 homes in the plan period and around 2,500 in total. In the northern areas of the allocation site, development will deliver medium density housing to be in keeping with the existing character of the area. Lower density is not considered to be appropriate as this would not be an efficient use of land. Higher density housing, including apartments, will be appropriate close to the local centre, within the mixed housing and employment area to the south east of the allocation between the Local Centre and the HS2/NPR Airport Station. The density of areas closest to Green Belt and areas of ecological or historic importance may need to be lower subject to detailed design.

11.66 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.

11.67 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

11.68 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 University Hospital South Manchester. This land is already allocated for high quality office use.

11.69 The area is close to areas of deprivation, including Wythenshawe in Manchester and Broomwood in Trafford and it will also be accessible by bus and tram to other areas of deprivation in Trafford. Targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure a realistic number of local people benefit from training and new jobs as a result of the development.

Delivery and phasing

11.70 Approximately 800 new residential units and 45,000 sqm of employment land have been phased for delivery beyond the plan period as the development is proposed on land located within the HS2 construction boundary and therefore will be unavailable for a temporary period whilst the HS2 route, Airport Station and southern tunnel portal are under construction. It is

therefore anticipated that this area will come forward following the completion of HS2 Airport Station and the build-out is very likely to extend beyond the GMSF plan period. The timescales for development in this area are, in part, dependent on the HS2 timescales. The area of land required for construction may therefore be altered if changes are made to the overall HS2 construction programme. However delivery of development is not dependent on HS2/NPR and in the unlikely event a rail scheme did not come forward, an alternative option for delivery of development in this area has been considered and is achievable.

11.71 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 or SPD 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 linked to the development trajectory.

Transport integration and accessibility

11.72 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.

11.73 The road network currently consists of country lanes which are unable to support the proposed development but will be enhanced to promote them as cycling and walking routes 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 rapid transit and will contribute to improving east/west connectivity between Altrincham and the Airport, as well as the wider southern Greater Manchester area. The Timperley Wedge/Medipark Transport Locality Assessment has determined the key necessary transport interventions and supporting interventions needed to mitigate the impact of the development. These include interventions specific to each allocation but also shared interventions between the allocations.

11.74 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

11.75 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

11.76 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.

11.77 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.

Green Infrastructure

11.78 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.

11.79 The allocation contains Bowdon Rugby Club along Clay Lane. As part of the development proposals, 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.

11.80 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.

11.81 Hale Country Club is looking to make improvements to its leisure facilities creating job opportunities and providing a higher quality of leisure experience for local communities.

Natural Environment

11.82 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

11.83 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

11.84 Development will need to set a new high quality design standard for this area and should draw upon the guidance in the Council's adopted Design Guide. Specific parameters for the development of the site will be set out in the Masterplan / SPD.

Historic Environment

11.85 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.

11.86 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

11.87 Opportunities will be explored to maximise the potential of the Timperley Brook and Fairywell Brook in terms of urban flood management. The Brooks currently have a rating of 'moderate' under the North West River Basin Management Plan (2019), the development should seek opportunities to improve this to 'good'.

11.88 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.

11.89 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.

11.90 The incorporation of a swale adjacent to the spine road has the potential to reduce surface water runoff.

11.91 Downstream from this allocation there is an area with an existing risk of flooding and as such the development of this site has the potential to take a strategic approach to flood risk management and provide additional opportunities for upstream storage. Further investigation is needed into this as open areas of water in this location are a risk for bird strike due to the close proximity of Manchester Airport.

11.92 Noise mitigation such as fencing and bunds will ensure areas like the M56, Metrolink line and HS2 are not seen to be bad neighbours to development.

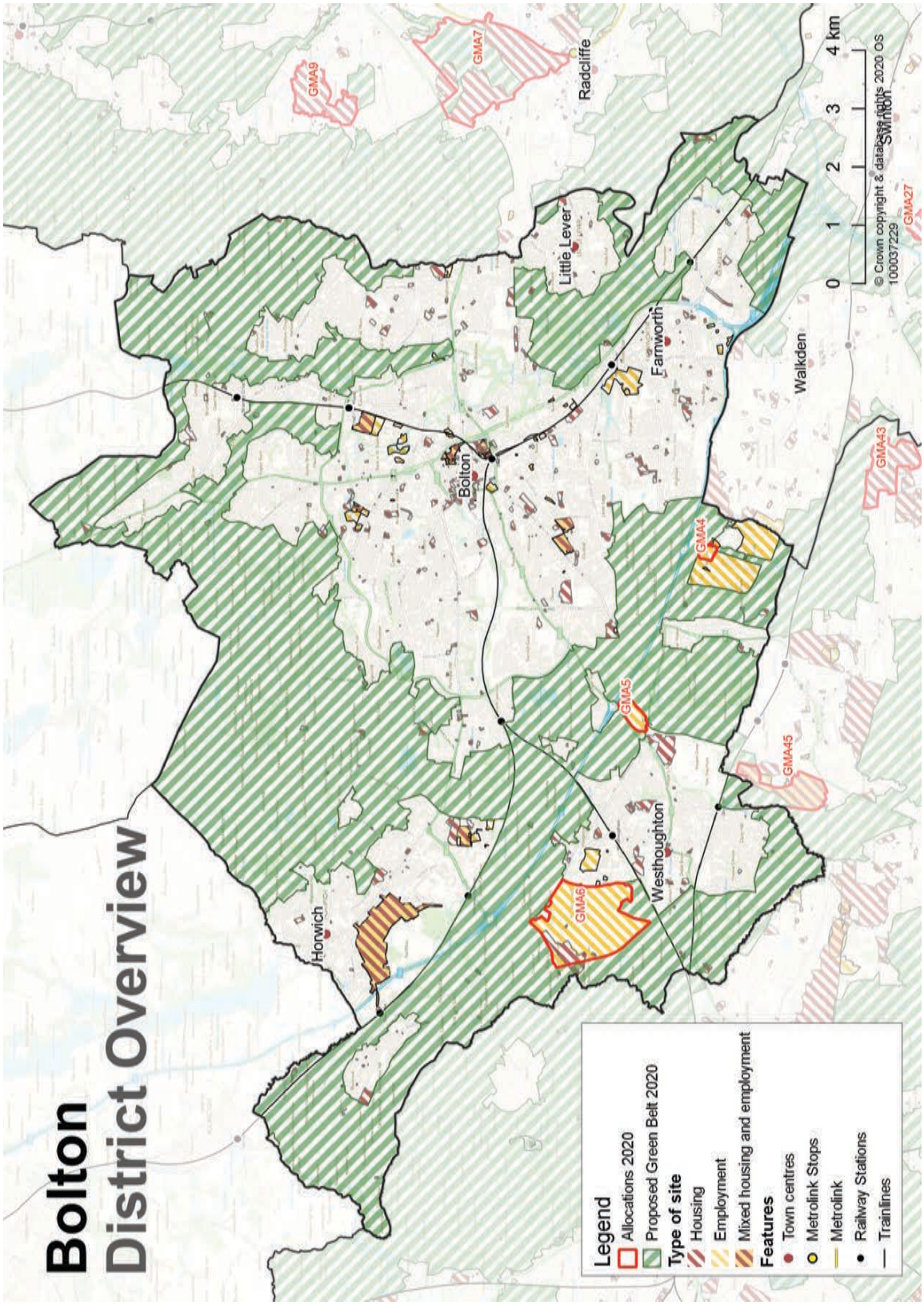
Safeguarded Land - HS2 Growth Area

11.93 The Greater Manchester HS2/NPR Growth Strategy identifies the opportunities of this strategically important and well-connected location adjacent to the HS2 Airport station. The exceptional circumstances for taking this land out of the Green Belt are directly related to the potential this land has to capitalise directly on the economic benefit brought by HS2. The south eastern area of the allocation, adjacent to the HS2 station, has therefore been removed from the Green Belt to support the delivery of the wider Greater Manchester HS2 Growth Strategy ambitions.

11.94 In the longer term this area may also benefit from Northern Powerhouse Rail (NPR) (or an equivalent project) which will deliver fast east west rail connections across the north, further enhancing public transport connections to the station.

11.95 The area around the Manchester Airport HS2 Station has been removed from the Green Belt, but will only be considered a sustainable location after delivery of HS2 Airport Station. It is likely much of this land will be utilised to support HS2 during construction but after the delivery of HS2, land adjacent to the station could be available for potential housing and employment development that will benefit from this sustainable, well connected location.

11.96 As part of the delivery of HS2 a substantial landscaped screen/ buffer will form a boundary to this land and housing on Brookes Drive and will form the new Green Belt boundary.

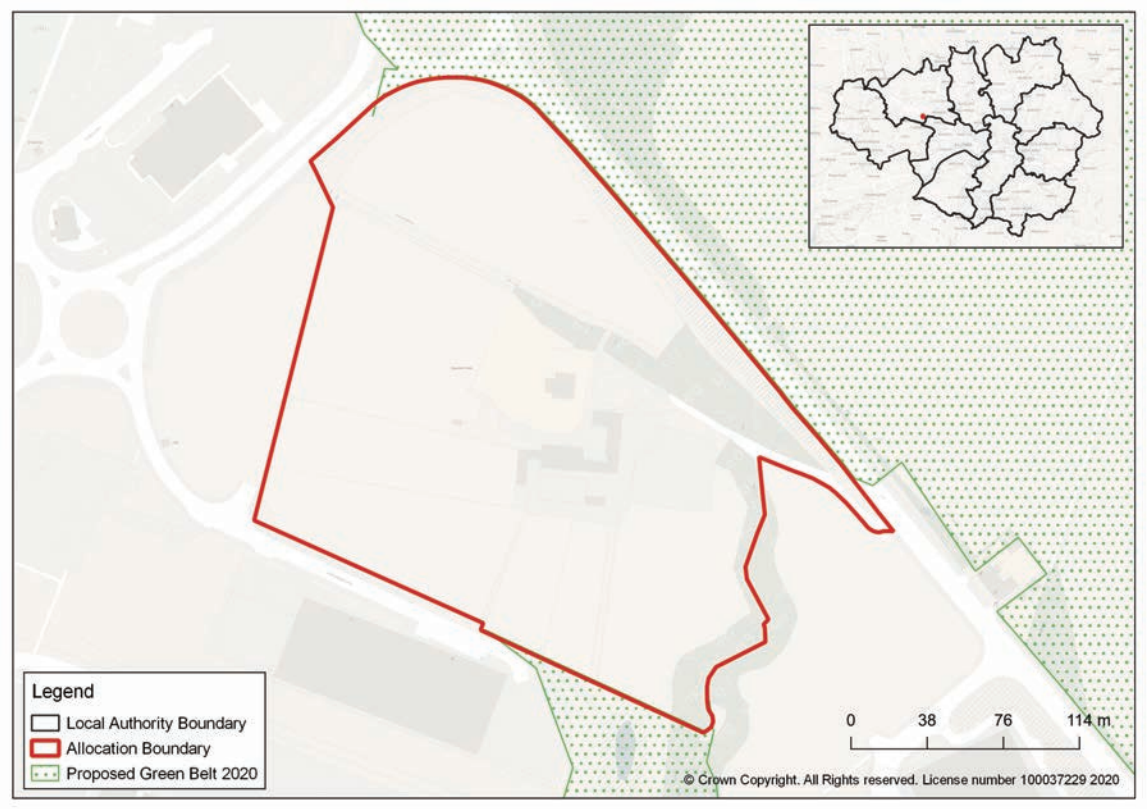


Picture 11.10 Bolton District Overview

Bewshill Farm

Policy GM Allocation 4

Bewshill Farm



Picture 11.11 GMA 4 Bewshill

Development at this site will be required to:

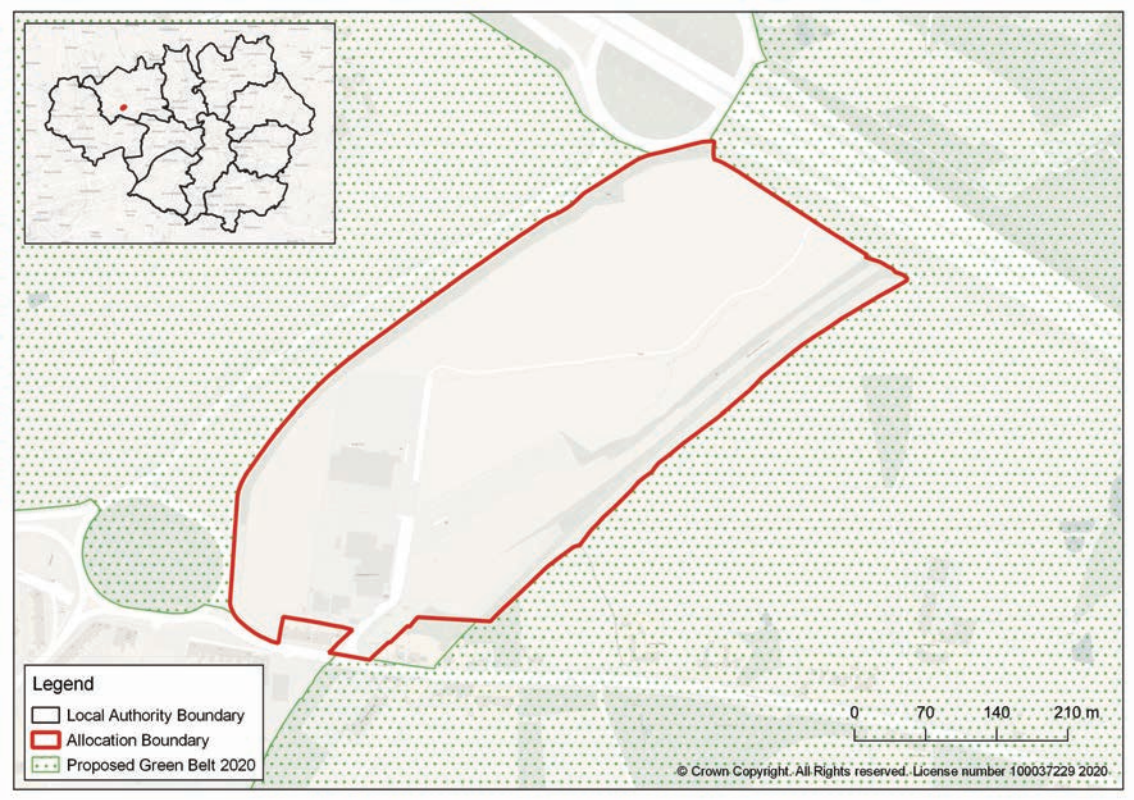
1. Provide a location for around 21,000 sqm of industrial and warehousing floorspace to compliment the adjacent development at Logistics North;
2. Take access from the Logistics North site;
3. Contribute to the existing Logistics North local link demand responsive transport service; and
4. Provide high quality landscaping especially along its prominent frontage with the A6

11.97 The Logistics site at Over Hulton is currently experiencing considerable pressure for development and it is expected that it will be completely committed by the early 2020s. 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.

Chequerbent North

Policy GM Allocation 5

Chequerbent North



Picture 11.12 GMA 5 Chequerbent North

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. Provide good quality access to the site by motor vehicle, public transport, walking and cycling;
4. Provide financial contribution to mitigate impacts on the Local Road Network including improvements to Chequerbent roundabout or other improvements identified through a transport assessment;
5. Require 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

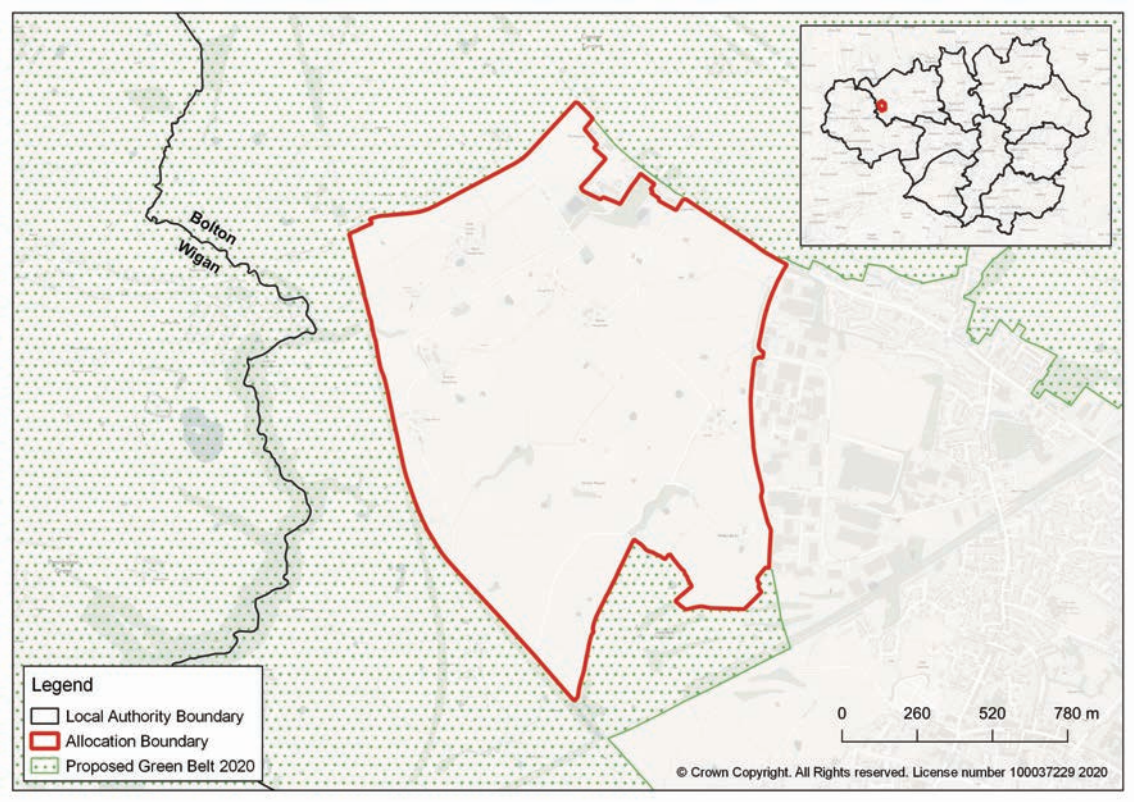
11.98 The Wigan to Bolton growth corridor is an excellent location for logistics and industrial uses. Strong demand for employment uses in the M61 corridor is evidenced by the success of other developments, including Logistics North.

11.99 There are no obstacles to the construction of the site and it could come forward within 5 years, subject to release from the Green Belt. 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.

West of Wingates / M61 Junction 6

Policy GM Allocation 6

West of Wingates / M61 Junction 6



Picture 11.13 GMA 6 West of Wingates / M61 Junction 6

Development at this site will be required to:

1. Provide a location for around 440,000 sqm, for a mix of large scale warehousing and advanced manufacturing;

2. Be in accordance with an agreed comprehensive masterplan that shows phasing within the site, and which areas should or should not be developed;
3. Ensure that good quality road access is provided, allowing a link from the A6 to Westhoughton;
4. Take advantage of the site's location near Junction 6 of the M61, whilst making sure that it has no significantly adverse affect on the motorway or other surrounding roads;
5. Provide financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment;
6. Ensure that the siting and scale of buildings minimises the impact on long range views and that a high quality scheme of landscaping is implemented to minimise the prominence of the development and its impact upon the surrounding landscape;
7. Protect the Site of Biological Importance at Four Gates from development and incorporate very high levels of landscaping, including the retention of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wide landscape and mitigate against its environmental impacts;
8. Take into account the affects of air and noise pollution from the major highways in and around the site;
9. Ensure that there is no undue adverse impact of light, air and noise pollution from the development and its associated operations; and
10. Ensure that the integrity of the extensive network of existing rights of way network is protected.

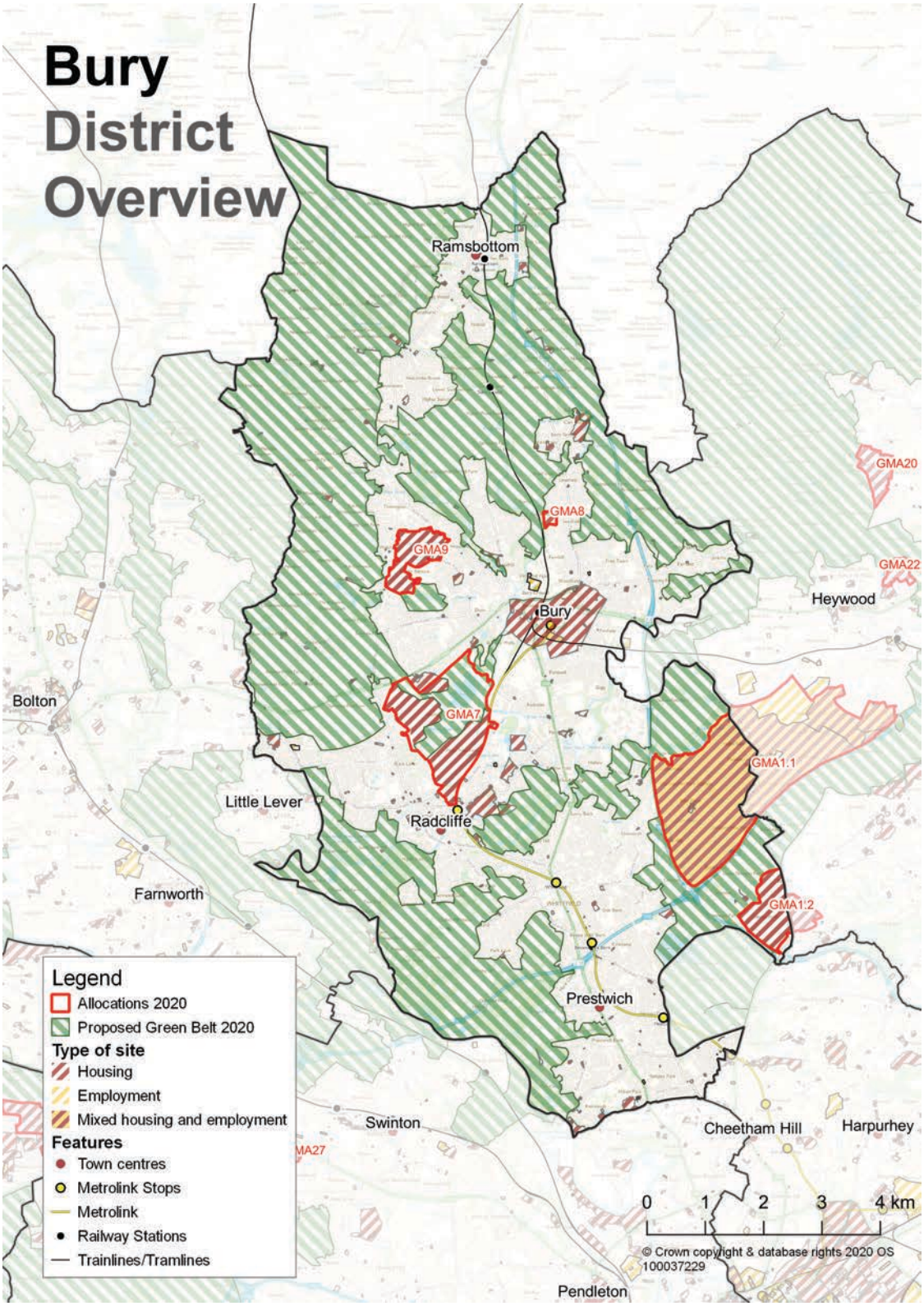
11.100 The Wigan to Bolton growth corridor is an excellent location for logistics and industrial uses. Strong demand for employment uses in the M61 corridor is evidenced by the success of other developments, including Logistics North.

11.101 The Logistics North site at Over Hulton is currently experiencing considerable pressure for development, and it is expected that it will be completely committed by the early 2020s.

11.102 Developing the land to the west of Wingates would allow a continuing supply of land for warehousing and distribution in the M61 corridor and 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.

11.103 Development would require a new road across the site and to the north to link with junction 6 of the M61. The development should allow for a road to be continued south through Bowlands Hey providing both a link from the site to the residential areas of Westhoughton and a western bypass for Westhoughton. 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.

Strategic Allocations in Bury

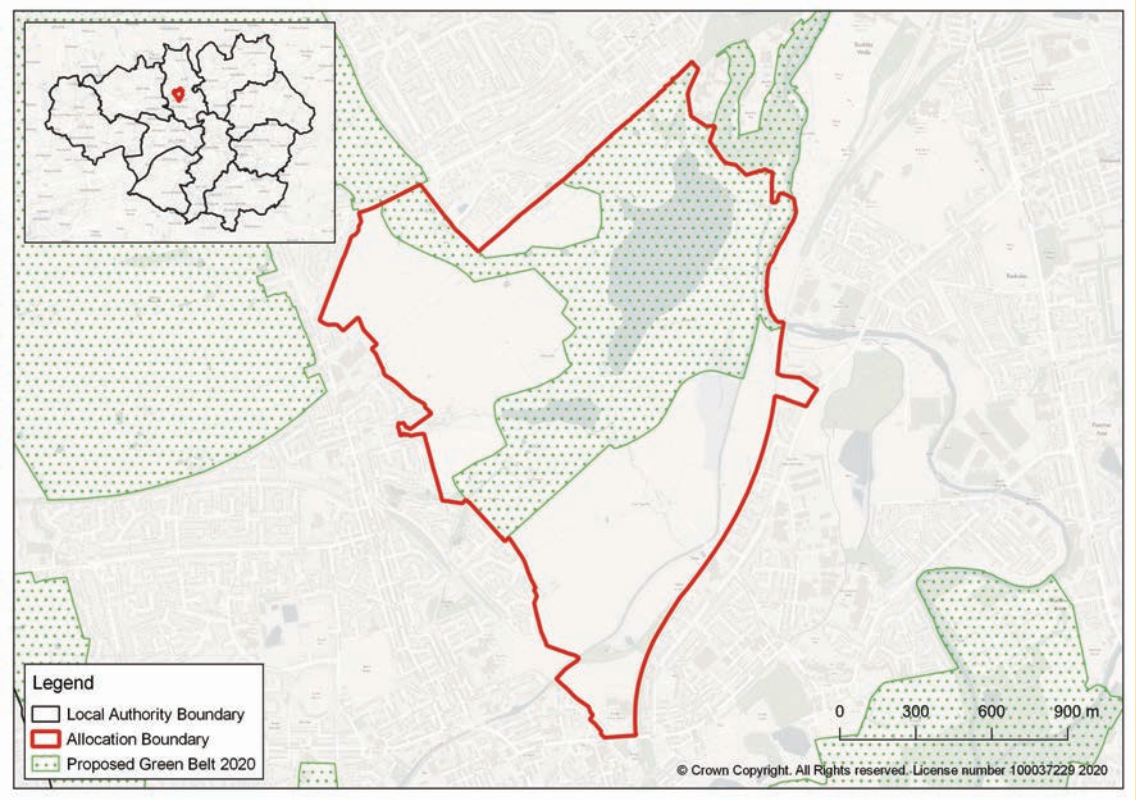


Picture 11.14 Bury District Overview

Elton Reservoir

Policy GM Allocation 7

Elton Reservoir



Picture 11.15 GMA 7 Elton Reservoir

Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been previously approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D 1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Development within this allocation will be required to:

1. Deliver a broad mix of around 3,500 houses to diversify the type of accommodation in the Bury and Radcliffe areas. This includes an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build and higher densities of development in areas with good accessibility and with potential for improved public transport connectivity, particularly in the southern areas of the allocation. It is expected that around 1,900 of these homes will be delivered during the plan period;

2. Make provision for new and improved highways 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; and
   iii. Other off-site highway works where these are necessary to ensure acceptable traffic movement, including works in and around Radcliffe town centre.

   Residential development within the allocation will be limited until the above infrastructure (or key elements of it) is implemented as necessary mitigation;
3. Make provision for major investment in public transport infrastructure to enable more sustainable transport choices, including a requirement for a new Metrolink stop and associated park and ride facilities in the Warth area;
4. Deliver a network of safe cycling and walking routes through the allocation linking neighbourhoods with key destinations, designed and constructed in accordance with national and GM standards and local planning policies;
5. 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);
6. Make provision for two new two form entry primary schools to meet the needs of the prospective school-aged residents;
7. Make provision for a new secondary school to meet the needs of the prospective school-aged residents;
8. Make provision for new local centres in accessible locations which include a range of appropriate retail, health and community facilities and ensure they are integrated with existing communities;
9. Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
10. 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;
11. Make provision for recreational facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;
12. Provide a significant green corridor which remains within the Green Belt and provides a strategic amount of new, high quality and publicly accessible open space/parkland coupled with a network of multi-functional green and blue infrastructure within the allocation to provide health benefits to residents as well as creating a visually attractive environment and providing linkages to the sites wider drainage strategy in accordance with Policy GM-G 2 'Green Infrastructure Network' and Policy GM-G 8 'Standards for a Greener Greater

Manchester'. This should include 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;

13. Minimise impact on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity';
14. 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;
15. Ensure that sustainable drainage systems are fully incorporated into the development to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Where possible, natural SuDS techniques should be utilised, prioritising the use of ponds, swales and other infrastructure which mimic natural drainage and be designed as multi-functional green infrastructure connecting to the wider green and blue infrastructure network in accordance with Policy GM-S 5 'Flood Risk and the Water Environment' and nationally recognised SuDS design standards. Proposals to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available. ;
16. Make appropriate provision for the long-term management and maintenance of areas of green infrastructure, biodiversity features, other areas of open space/parkland and sustainable drainage features; and
17. Protect and enhance heritage and archaeological assets and their setting within the allocation in accordance with the findings and recommendations of a Heritage Impact Assessment, including the Grade II listed Old Hall Farmhouse and wider historic character of the surrounding area.

11.104 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 GMSF'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.

11.105 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 1,900 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.

11.106 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 is developed and this should be reflected in the Phasing Strategy.

11.107 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.

11.108 The Bury to Manchester Metrolink line runs along the eastern edge of this area and, in order to reduce reliance on the car, any 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.

11.109 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.

11.110 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.

11.111 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.

11.112 Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development. Measures such as rainwater recycling, green roofs, water butts and permeable driveway surfaces should be considered

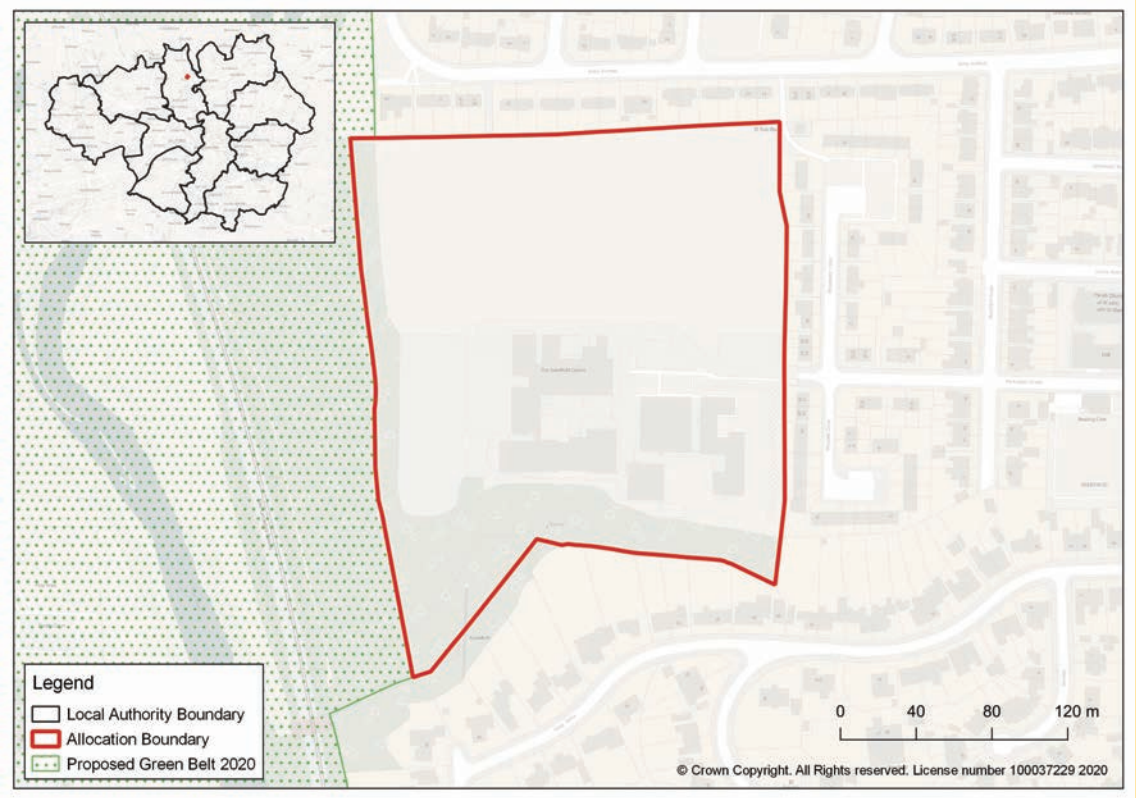
to mitigate the impact of potential flood risk both within and beyond the site boundaries. As a green and blue infrastructure network will provide more sustainable options discharge surface water, only foul flows should connect with the public sewer.

11.113 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, therefore, 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.

Seedfield

Policy GM Allocation 8

Seedfield



Picture 11.16 GMA 8 Seedfield

Development in this allocation will be required to:

1. Deliver a broad mix of around 140 houses to diversify the type of accommodation in the Seedfield area;

2. Make necessary improvements to local highway infrastructure to facilitate appropriate access to the allocation and incorporate enhancements to public transport, pedestrian and cycle routes in the area;
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. Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
5. 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;
6. Retain and enhance and/or replace existing recreation facilities and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements;
7. Retain, enhance the wildlife corridor and green infrastructure elements to the west and south of the allocation and introduce appropriate mitigation measures to provide health benefits to residents as well as creating a visually attractive environment in accordance with Policy GM-G 2 'Green Infrastructure Network' and Policy GM-G 8 'Standards for a Greener Greater Manchester';
8. Minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity';
9. Ensure the allocation is safe from and mitigates for, potential flood risk from all sources including surface water, sewer flooding and groundwater. The delivery of the allocation should be guided by an appropriate flood risk and drainage strategy which ensures co-ordination between phases of development;
10. Ensure that sustainable drainage systems are fully incorporated into the development to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Where possible, natural SuDS techniques should be utilised, prioritising the use of ponds, swales and other infrastructure which mimic natural drainage and be designed as multi-functional green infrastructure connecting to the wider green and blue infrastructure network in accordance with Policy GM-S 5 'Flood Risk and the Water Environment' and nationally recognised SuDS design standards. Proposals to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available.; and
11. Make appropriate provision for the long term management and maintenance of areas of green infrastructure, biodiversity features and sustainable drainage features.

11.114 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.

11.115 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 to off-set the loss of the existing playing fields within the allocation. It is important that the replacement provision should be accessible, be of an equivalent or better quantity and quality and laid out and usable prior to the commencement of any development on the Seedfield allocation.

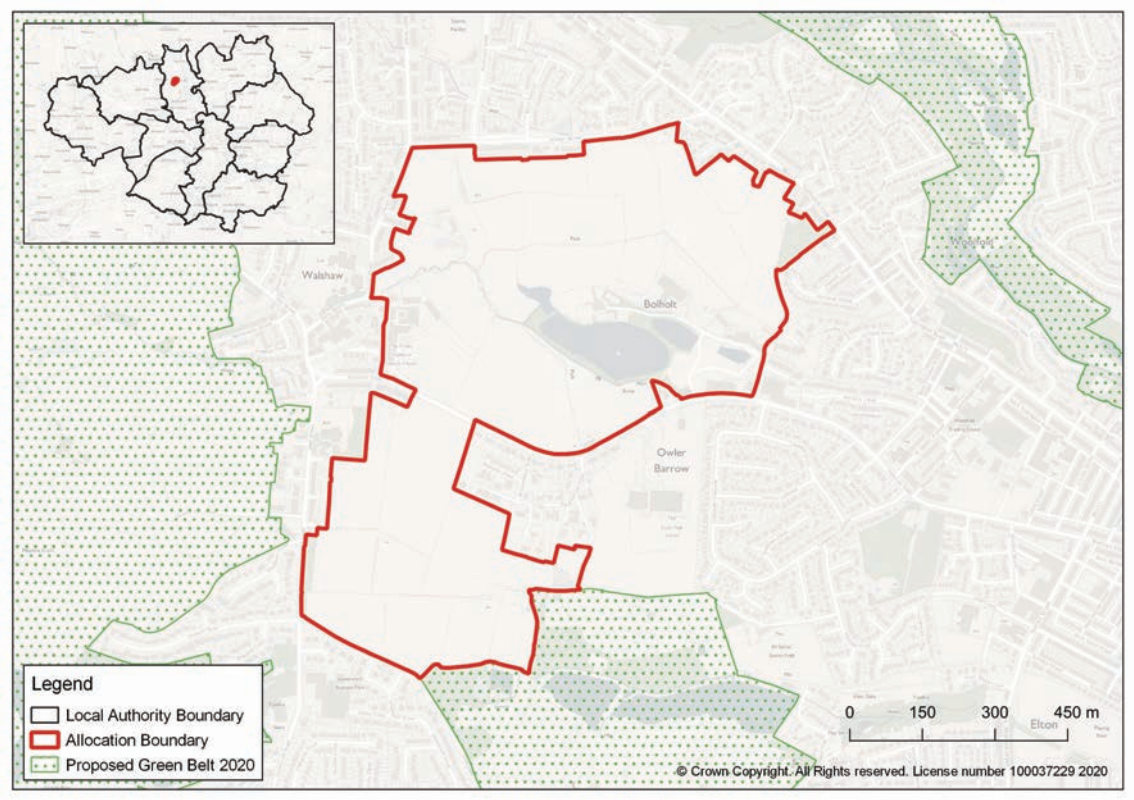
11.116 The attractive setting of the development will be further strengthened by the provision of improved east/west pedestrian and cycle linkages, particularly to and from the expanding leisure attractions at Burrs Country Park.

11.117 Delivery of the allocation should be guided by an appropriate flood risk and drainage strategy. 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.

Walshaw

Policy GM Allocation 9

Walshaw



Picture 11.17 GMA 9 Walshaw

Any proposals for this allocation must be in accordance with a comprehensive masterplan that has been previously approved by the LPA. It shall include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the whole development in line with Policy GM-D 1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Development in this allocation will be required to:

1. Deliver a broad mix of around 1,250 houses 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;
2. Make provision for significant new and improved highways infrastructure to enable the proposed level of development to be accommodated, including:

i. The 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;
ii. Off-site highway works where these are necessary to ensure acceptable traffic movement from the allocation, including appropriate linkages to the Elton Reservoir Link Road;

3. Make provision for major investment in public transport in order to encourage more sustainable transport choices (including potential upgrade of existing bus services or a new bus service linking Tottington - Walshaw - Elton - proposed new Metrolink stop at Warth - Bury/Radcliffe);
4. Deliver a network of safe cycling and walking routes through the allocation linking neighbourhoods with key destinations, incorporating Leigh Lane and Dow Lane and in accordance with national and GM standards of design and construction and local planning policy requirements;
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 within the allocation to accommodate additional demand on school places;
7. Make a financial contribution towards off-site secondary school provision to meet the needs generated by the development;
8. Make provision for a new local centre in an accessible location which includes a range of appropriate retail, health and community facilities and ensure that it is integrated within existing communities;
9. Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies;
10. 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;
11. Make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation to provide health benefits to residents to create a visually attractive environment and provide linkages to the sites wider drainage strategy in accordance with Policy GM-G 2 'Green Infrastructure Network' and Policy GM-G 8 'Standards for a Greener Greater Manchester'. This should include the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks;

12. Minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity'; It is expected that the biodiversity gain provision will be focused on the Walshaw and Elton Brook corridors and integrated with other green infrastructure functions such as recreation and surface water management;

13. Ensure the allocation is safe from and mitigates for potential flood risk from all sources including surface water, sewer flooding and groundwater. 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. Ensure that sustainable drainage systems are fully incorporated into the development to manage surface water and control the rate of surface water run-off, discharging in accordance with the hierarchy of drainage options. Where possible, natural SuDS techniques should be utilised, prioritising the use of ponds, swales and other infrastructure which mimic natural drainage and be designed as multi-functional green infrastructure connecting to the wider green and blue infrastructure network in accordance with Policy GM-S 5 'Flood Risk and the Water Environment'and nationally recognised SuDS design standards. Proposals to discharge to the public sewer will need to submit clear evidence demonstrating why alternative options are not available.;

15. Make appropriate provision for the long-term management and maintenance of areas of green infrastructure, biodiversity features, other areas of open space and sustainable drainage features; and

16. Protect and enhance the heritage and archaeological assets and their setting within the allocation and the wider historic character of the surrounding area including the Grade II* Listed building, Christ Church and its setting in accordance with the findings and recommendations of a Heritage Impact Assessment.

11.118 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.

11.119 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.

11.120 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.

11.121 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.

11.122 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.

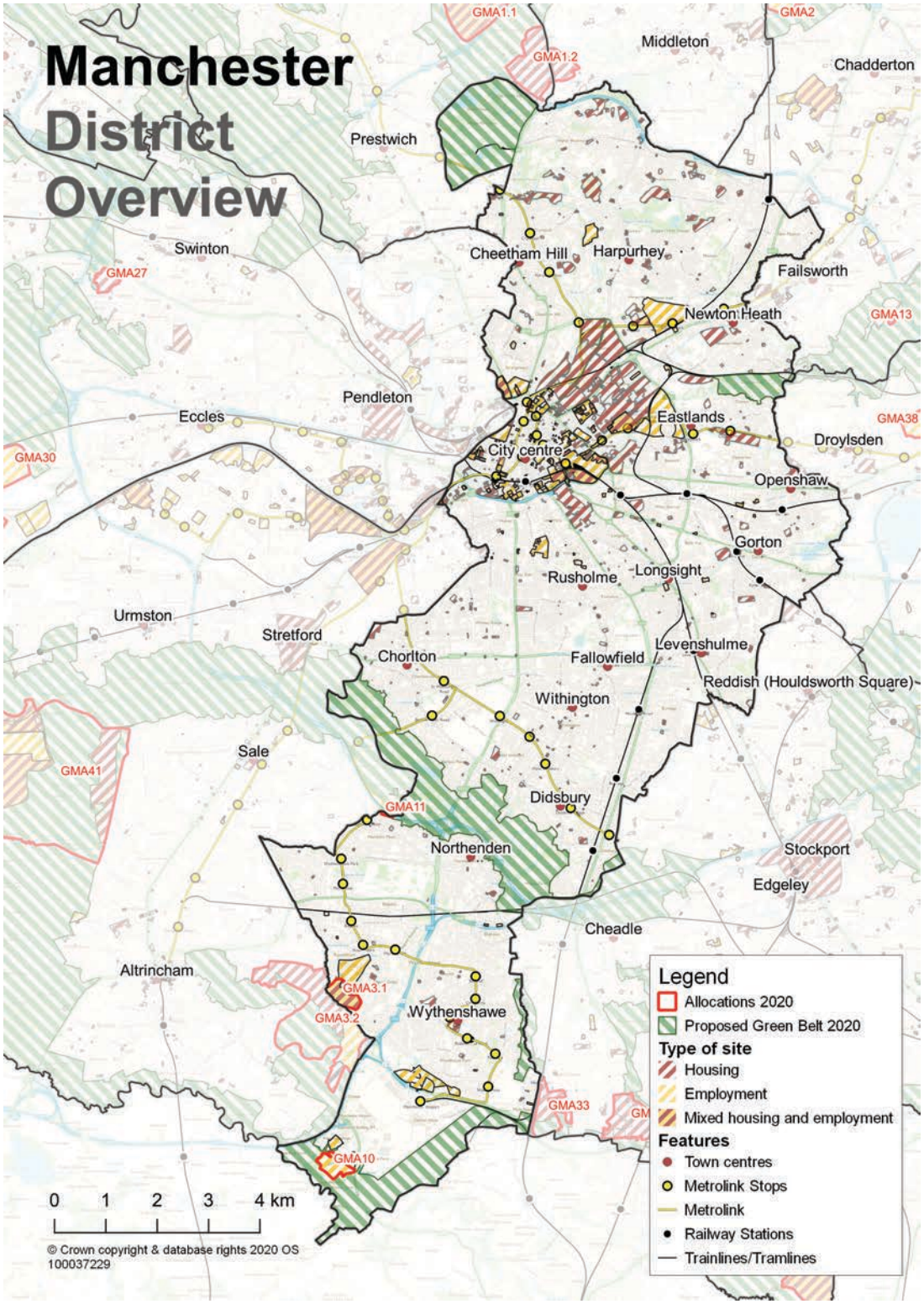
11.123 Existing sport and recreational facilities at Dow Lane and Elton Vale Sports Club are situated to the south of the allocation and the development should incorporate a green corridor to provide access from the allocation to these existing recreational assets.

11.124 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 interest 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.

11.125 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 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.

11.126 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.

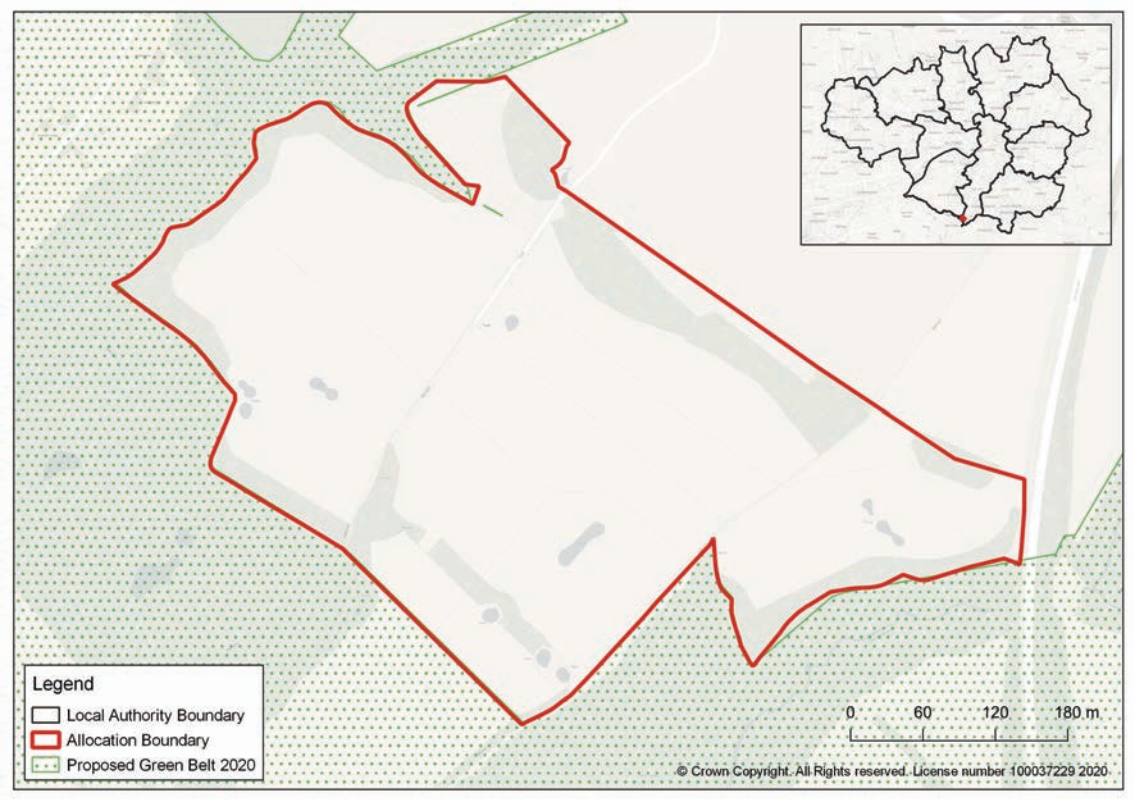
Strategic Allocations in Manchester



Picture 11.18 Manchester District Overview

Policy GM Allocation 10

Global Logistics



Picture 11.19 GMA 10 Global Logistics

Development at this site will be required to:

1. Support growth of the airport to 2030 and compliment the development of the wider Global Logistics;
2. Deliver around 25,000 sqm B2/B8 employment. Suitable uses for the site will be cargo facilities but could also include airport operational facilities where it would have no greater adverse impact than would occur for cargo facilities;
3. Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI, nearby SBIs and ancient woodland, and any existing landscape mitigation affected by development must be appropriately re-provided. Where it is not possible to avoid harm, mitigation measures to compensate for any adverse impact will be necessary and should be agreed with the Council, informed by an up to date environmental assessment. Suitable buffers should be maintained between development and biodiversity assets with potential enhancement and provision for green infrastructure;

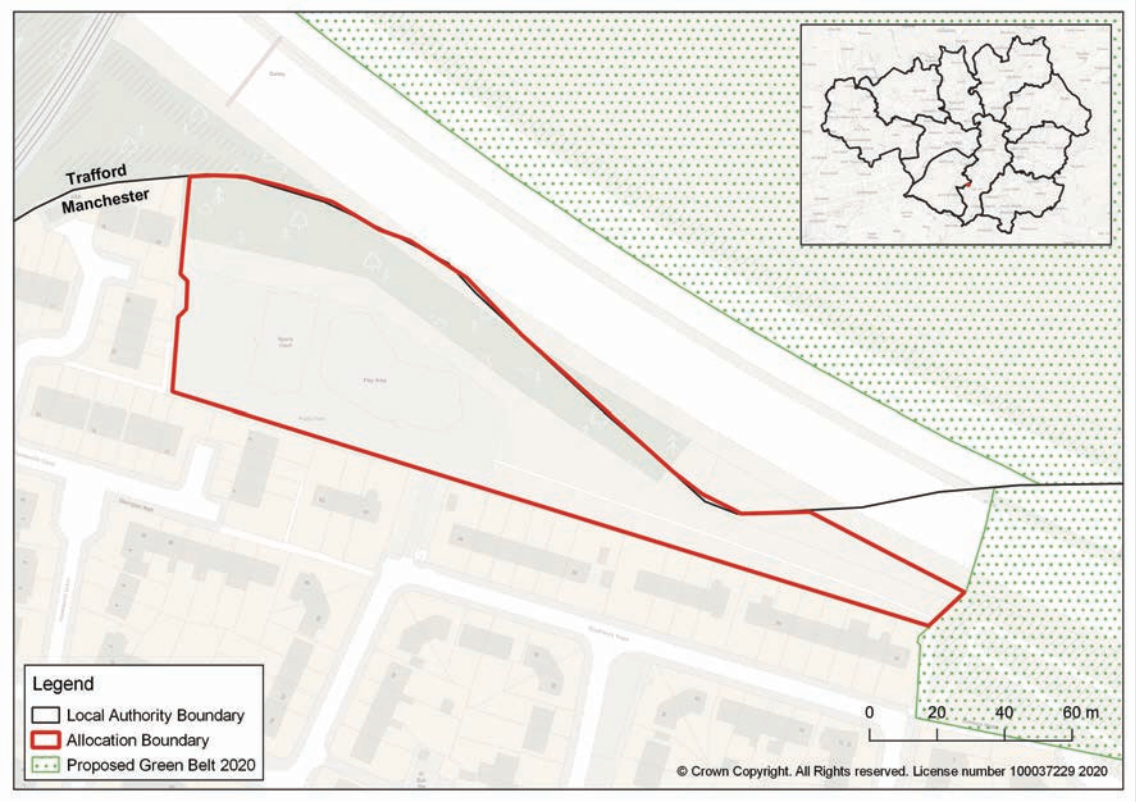
4. Improve access to training and job opportunities, particularly for people in Wythenshawe;
5. Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network (including addressing requirements around Public Rights of Way);
6. Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; and
7. Include measures to promote sustainable travel including production of a Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs.

11.127 The opportunity that Manchester Airport and the associated Enterprise Zone provides for the growth of the Greater Manchester economy is significant. By attracting investment from globally mobile industries to an exemplar development at Global Logistics, significant economic growth for the north of England can be captured. This is a singular location close to a major international airport, and with improvements to local transport infrastructure, it can play its full part in maximising future economic growth. The area's location within open countryside, adjoining, and including part of a Site of Biological Interest (SBI), and adjoining a SSSI, demands a high quality and sensitive design, which will complement, conserve and enhance the natural environment. Proposals within the site will need to take account of the existing landscape buffer provided as part of the existing World Logistics Hub.

Southwick Park

Policy GM Allocation 11

Southwick Park



Picture 11.20 GMA 11 Southwick Park

Development at this site will be required to:

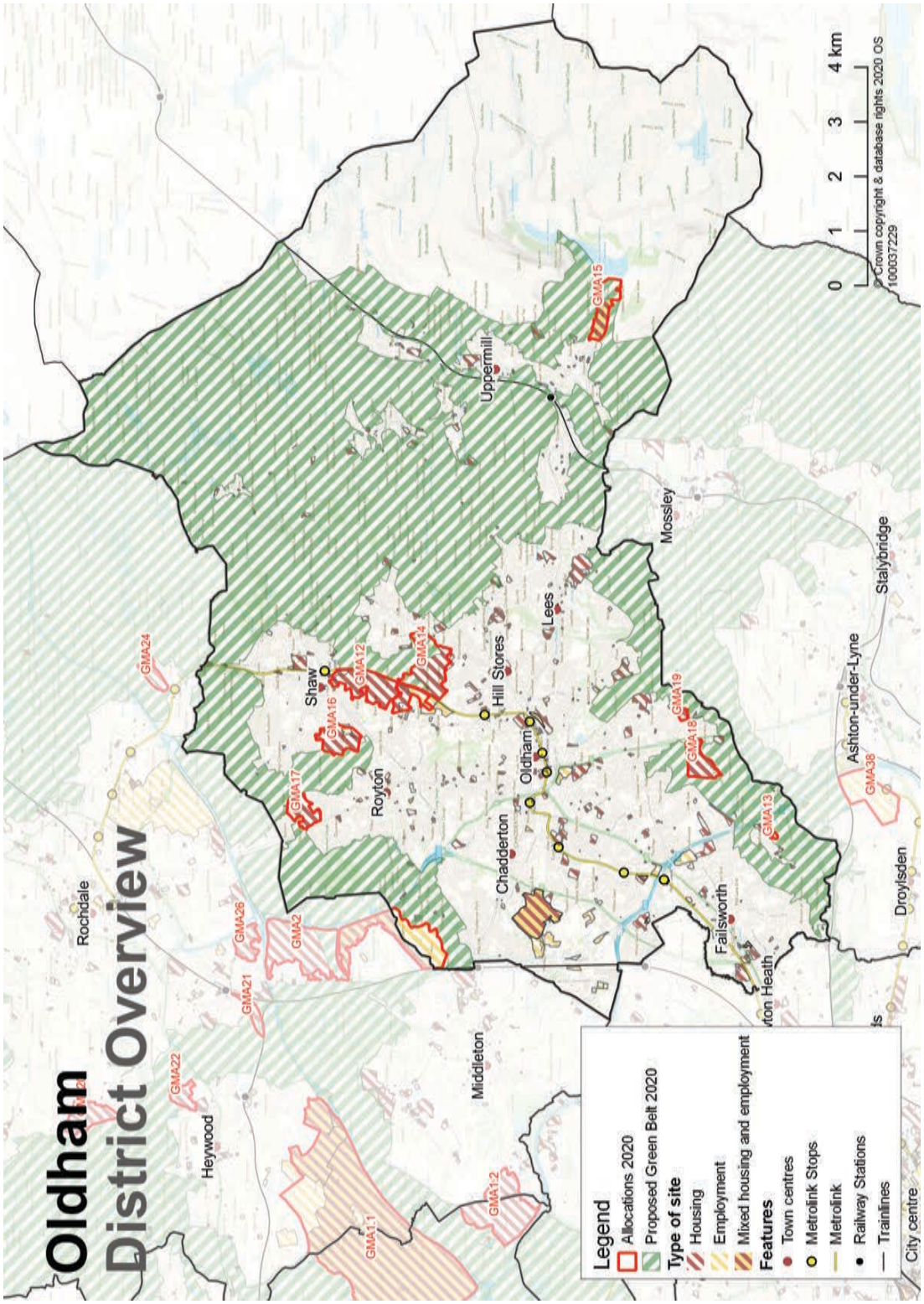
1. Deliver around 20 new homes;
2. Enhance the landscaped buffer to the north of the site, between the proposed housing and the motorway comprising planting of suitable mature native species to ensure appropriate air quality mitigation for the site;
3. Facilitate improvements to the local highway network including entry/egress from Southwick Road in the south, to enable safe vehicular and pedestrian access to and from the site;
4. Be designed to protect the residential amenity of the new and existing residents, including orientation away from the motorway to the north and provision of landscaping between the new and existing properties; and
5. Replace current play facilities with a smaller play facility to the south of the site and provide a financial contribution to the investment strategy for park facilities in the local area.

11.128 The site is well located in relation to the Metrolink network, which provides sustainable access to Manchester City Centre, Wythenshawe Town Centre and Manchester Airport. It is close to the M60 motorway, and development must therefore take account of the need for visual and acoustic screening and appropriate air quality mitigation measures along this boundary. Positioning the homes so that amenity space faces south will also minimise the environmental impact of the motorway.

11.129 Development of the site will provide family housing, which should be designed to complement surrounding properties and ensure that existing residents' amenity is protected.

11.130 Whilst the loss of the wider park environment is considered acceptable, the development of this site will be required to provide improved play facilities via a smaller facility on site and a contribution to the improvement of other park facilities close by.

11.131 The site is adjacent to the motorway and is included as an allocation to resolve an anomalous Green Belt boundary in this location. This has remained as Green Belt following the development of the M60 motorway, which presents a far more logical boundary than the southern edge of the site. Assessed against the purposes of Green Belt set out in national planning policy, this location does not perform strongly. It is therefore considered that the removal of this site through the review of the Greater Manchester Green Belt will create a stronger Green Belt boundary as well as enabling an opportunity for positive development.

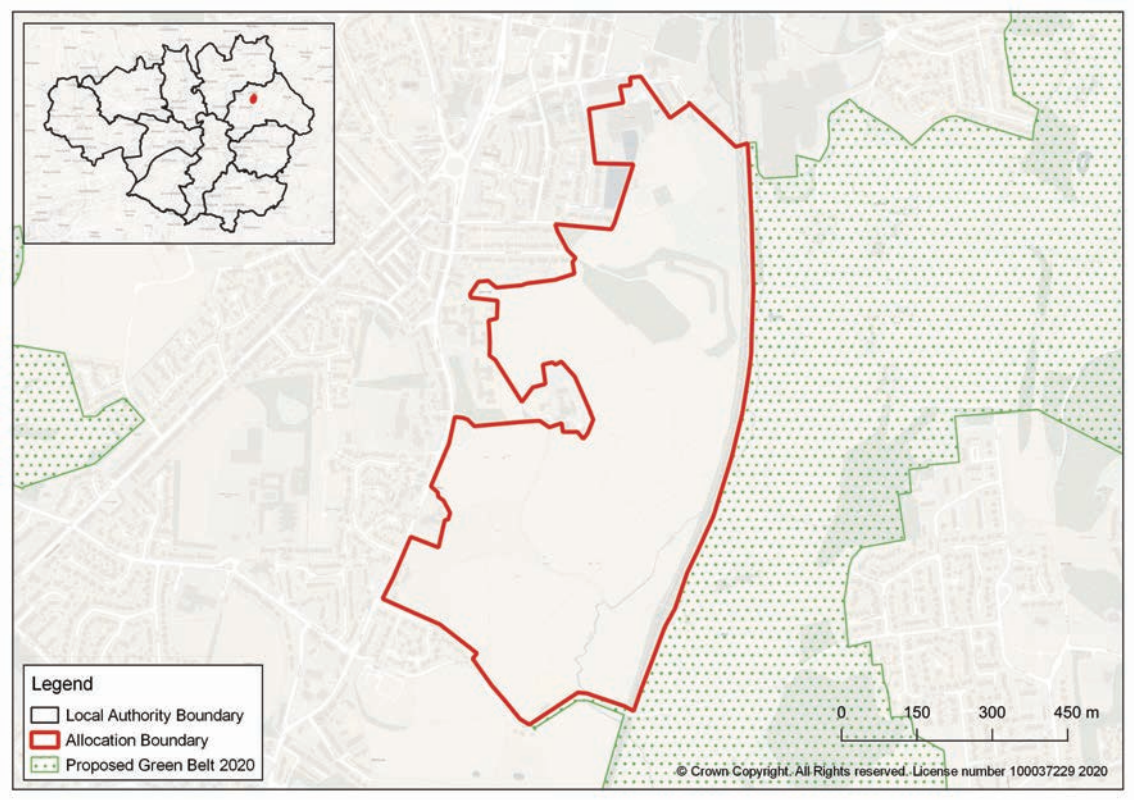


Picture 11.21 Oldham District Overview

Beal Valley

Policy GM Allocation 12

Beal Valley



Picture 11.22 GMA 12 Beal Valley

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;
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;
3. Provide for affordable homes in line with local planning policy requirements;
4. Provide for appropriate access points to and from the site in liaison with the local highway authority, 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;
5. Safeguard a route from the proposed spine road through the northern part of the site, as part of any development, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond;

6. Take account of and deliver any other highway improvements, that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;
7. Contribute 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;
8. Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, developing on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;
9. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines;
10. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;
11. Ensure the protection from development of a large green wedge, between the main development area and the Metrolink line to the east and its enhancement as part of the multi-function green infrastructure network, and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;
12. Retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met;
13. Provide further surveys on phase 1 habitats, amphibians, badgers, water voles and bats to inform any planning application. Regard should be also had to the river course and broadleaved woodland;
14. Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality and seek to achieve ‘good’ as proposed under the EU Water Framework Directive;
15. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements. This includes the expansion of, and improvement to existing, facilities at Heyside Cricket Club;
16. Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion

of existing facilities or through the provision of new school facilities in liaison with the local education authority;

17. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
18. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals, through further Heritage Impact Assessments. Harm to the significance of Birshaw House and New Bank will need to be mitigated through a landscape buffer between the asset and all the development plots and the access road. An appropriate landscaping scheme should be implemented on the edge of the development plots;
19. Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise, and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;
20. Be informed by an appropriate flood risk assessment feeding into a comprehensive drainage strategy for the whole site, which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network and delivered in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUD's features should be explored;
21. Include provision for a wetland catchment area, in liaison with the Environment Agency, the Local Lead 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;
22. 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; and
23. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.

11.132 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, but 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).

11.133 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.

11.134 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 line with Local Planning Policy. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.135 The site is in 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 Town 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.

11.136 The main points of access will be from Meek Street or Moss Lane to the south (as part of the Broadbent Moss allocation), and Oldham Road to the north of Newbank House. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to Shaw Town Centre, Broadbent Moss to the south and to the wider area. Cop Road/Bullcote Lane (east of the spine road) will join where the two intersect and the remaining section of Bullcote Lane, (west of the spine road), will be downgraded accordingly, providing an emergency access, access to existing properties and businesses, and for pedestrian and cyclists. The route of the section in the northern part of the site is to be safeguarded and offers the opportunity to address traffic and congestion issues within Shaw Town Centre, whilst enhancing accessibility and connectivity.

11.137 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide:

a. new and/or improvement of existing open space, sport and recreation facilities;
b. additional school places through the expansion of existing facilities or new provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.138 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

11.139 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.

11.140 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, Deciduous Woodland, Lowland Fen 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.

11.141 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.

11.142 Deciduous Woodland is located north of the site, to the east of Shaw Side. Deciduous Woodland is a Priority Habitat, listed under Section 41 the NERC Act 2006. Lowland Fen Priority Habitat is located outside the site boundary, buffering the western edge of the site.

11.143 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

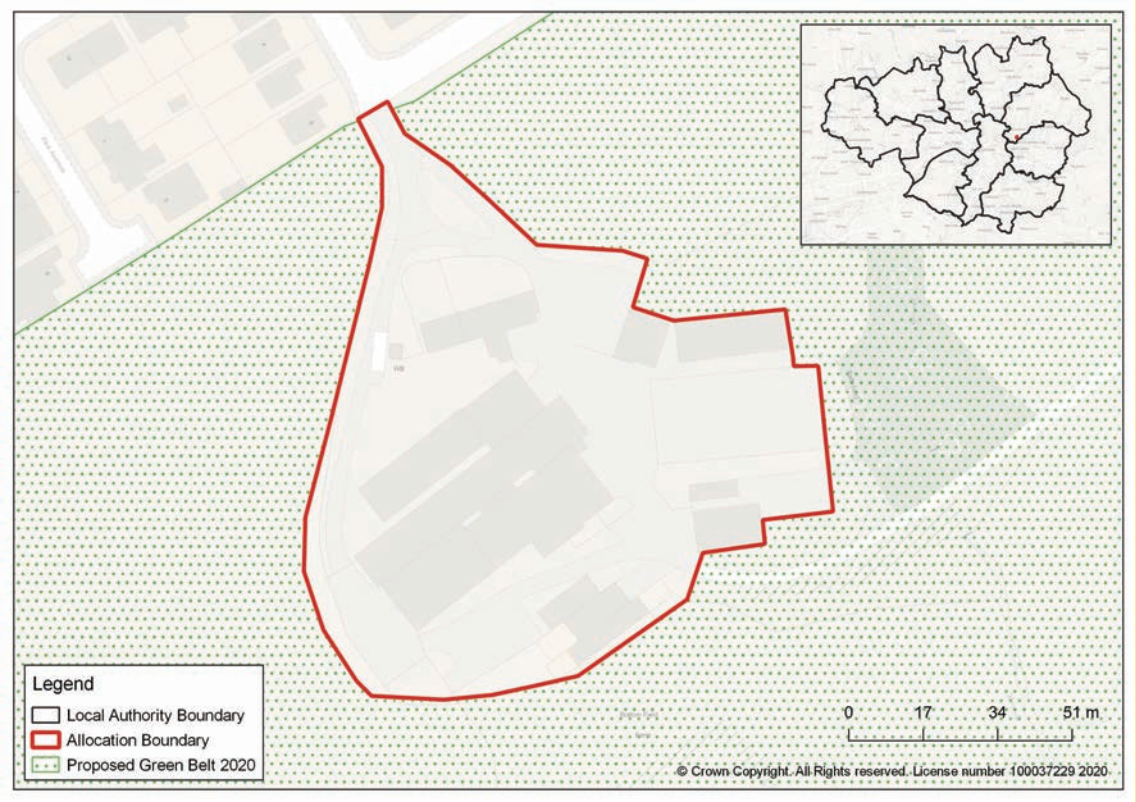
11.144 A flood risk assessment will be required to inform any development. A comprehensive drainage strategy for the whole site should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Regard should be had to the GM SFRA SUDs guidance. Proposals should apply greenfield run off rates and be supported by a maintenance plan.

11.145 The area in the south eastern corner, 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. 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.

Bottom Field Farm (Woodhouses)

Policy GM Allocation 13

Bottom Field Farm (Woodhouses)



Picture 11.23 GMA 13 Bottom Field Farm (Woodhouses)

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;
2. Provide affordable homes in line with local planning policy requirements;
3. Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other improvements that may be needed to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site;
4. Deliver multi-functional green infrastructure and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;

5. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys;
6. Retain and enhance the hierarchy of biodiversity within the site, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green infrastructure network with the wider environment;
7. Provide further surveys and assessments on bats, great crested newts and barn owls to inform planning applications;
8. Retain and enhance existing Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network to encourage active travel and improve connections and access to adjoining communities and countryside;
9. Provide for new and/or the improvement of existing open space, sport and recreation facilities, commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements;
10. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;
11. Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;
12. Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;
13. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
14. Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Development should be in keeping with the local character of Woodhouses in terms of materials, design and landscaping;
15. Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise, and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed; and
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 should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored.

11.146 The site is currently designated as Green Belt in the Oldham Local Plan. However, the site is brownfield land in 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 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.

11.147 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 line with local planning policy requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.148 Whilst the site may have ecological value that would need to be mitigated and integrated into the development as part of a complementary multi-functional green infrastructure.

11.149 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:

a. new and/or improvement of existing open space, sport and recreation facilities;
b. additional school places through the expansion of existing facilities or new provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.150 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

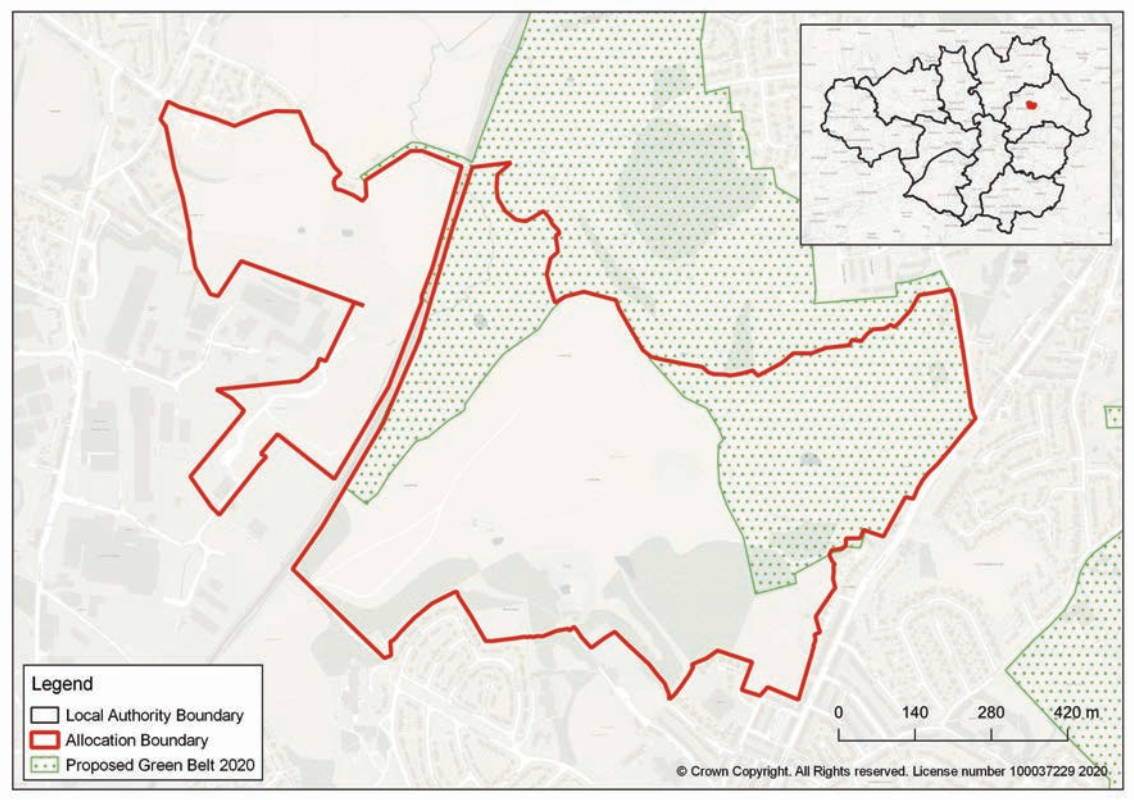
11.151 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.152 Woodhouses Conservation Area is in close proximity to the site and, whilst outside the boundary, any development would need to consider the impact on its setting through the completion of a further Heritage Impact Assessment.

11.153 A flood risk assessment will be required to inform any development and a comprehensive drainage strategy for the site as a whole should be prepared as part of the more detailed masterplanning stage, 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 apply greenfield run off rates and be supported by a maintenance plan.

Policy GM Allocation 14

Broadbent Moss



Picture 11.24 GMA 14 Broadbent Moss

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;
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. It is estimated that around 500 of these homes will be delivered post 2037;
3. Provide for affordable homes in line with local planning policy requirements;
4. Deliver 21,720 sqm employment floorspace extending the existing employment opportunities at Higginshaw Business Employment Area;
5. 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 via Vulcan Street and the new connections to Shaw and Oldham via the Beal Valley allocation, linking to a new internal spine road that will be delivered as part of the comprehensive development of the site. The

spine road will provide a link to the residential area to the east of the Metrolink line, through delivering an appropriate crossing;

6. Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;
7. Contribute 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;
8. Make provision for a local centre adjacent to the new Metrolink stop and new park and ride facility on the north western part of the site incorporating higher density apartments;
9. 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, to encourage sustainable modes of travel and maximise the sites accessibility. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;
10. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines. A Landscape Appraisal is required to inform any planning application;
11. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt. Development will be required to create a new defensible Green Belt boundary around the development parcels identified to the east of the Metrolink line;
12. Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt, as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;
13. Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green-infrastructure network with the wider environment;
14. Provide further surveys on phase 1 habitats, badgers, amphibians (including great crested newts) and bat surveys to inform any planning application;
15. Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality and seek to achieve ‘good’ as proposed under the EU Water Framework Directive;
16. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements;
17. Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion

of existing facilities or through the provision of new school facilities in liaison with the local education authority;

18. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
19. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals, through further Heritage Impact Assessments;
20. Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise, and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;
21. 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 GMSF 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 multi-functional green infrastructure network and delivered in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUD's features should be explored;
22. Include provision for a wetland catchment area, in liaison with the Environment Agency, Local Lead 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;
23. 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;
24. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes; and
25. 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.

11.154 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 874 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 of the GMSF.

11.155 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.

11.156 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 line with Local Planning Policy. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.157 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.

11.158 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 site, providing increased access to Rochdale Town Centre, Oldham Town Centre, Manchester City Centre and beyond.

11.159 The proposed spine road through the site provides the opportunity to improve connectivity to Shaw Town Centre, Beal Valley to the north and the wider area. Improvements to the highway network, including Bullcote Lane, Cop Road and the new access points proposed, will help to improve connectivity to the wider area, in particular Sholver.

11.160 The main points of access to the site will be from Meek Street or Moss Lane to the west and Vulcan Street to the east. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to the Beal Valley allocation to the north, and to the wider area. Cop Road/Bullcote Lane (east of the spine road) will join where the two intersect, and the remaining section of Bullcote Lane, (west of the spine road), will be downgraded accordingly, providing an emergency access, access to existing properties and businesses and for pedestrian and cyclists. South of Cop Road, the new link will continue through the Broadbent Moss allocation, to form an east-west connection with Vulcan St 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.

11.161 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide:

a. new and/or improvement of existing open space, sport and recreation facilities;
b. additional school places through the expansion of existing facilities or new provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.162 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

11.163 A large proportion of the site is proposed to remain undeveloped and will be retained as Green Belt, providing an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (such as the priority habitats) and improving access to the open countryside for the local community.

11.164 The Beal Valley and Broadbent Moss strategic allocations provides opportunities to secure net gains for nature and local communities. For these site allocations net gains can be applied to Green Infrastructure, Deciduous Woodland, Lowland Fen 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.

11.165 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.

11.166 Deciduous Woodland is located north of the site east of Shaw Side. Deciduous Woodland is a Priority Habitats listed under Section 41 the Natural Environmental and Rural Communities (NERC) Act 2006.

11.167 Lowland Fen Priority Habitat is located outside of the site boundary, buffering the western edge of the site.

11.168 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

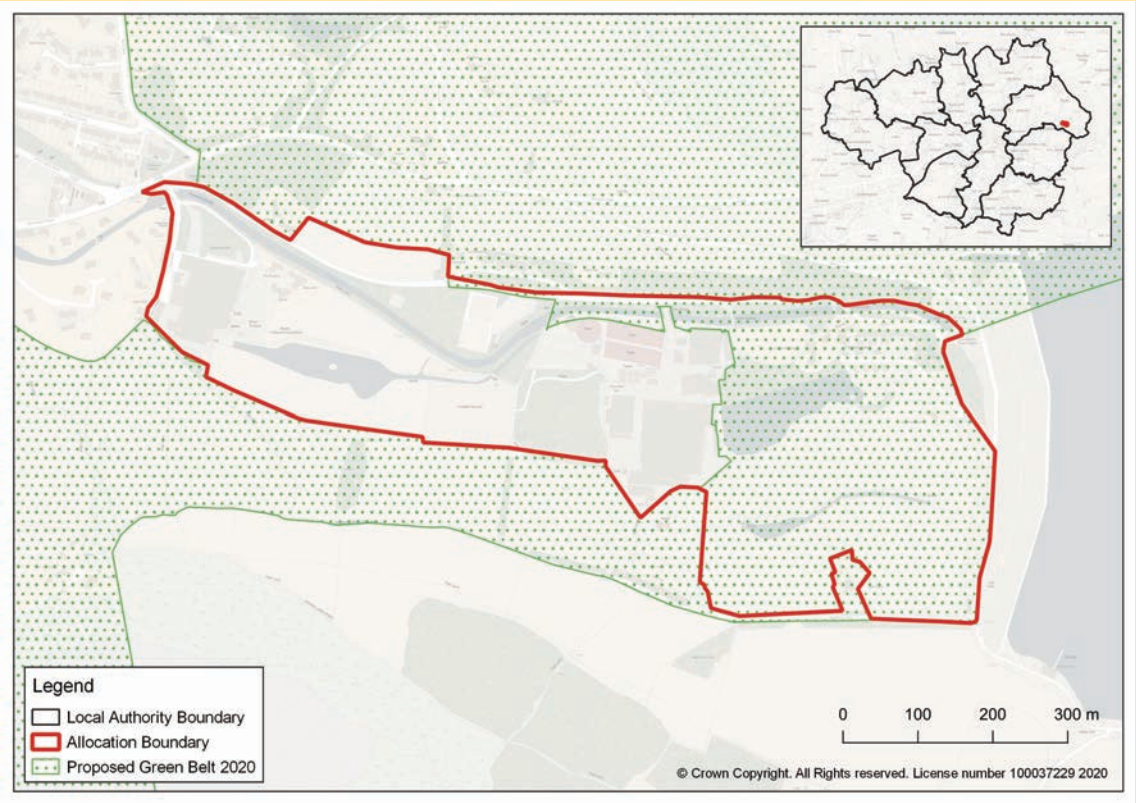
11.169 A flood risk assessment will be required to inform any development. A comprehensive drainage strategy for the whole site should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal 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.

11.170 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.

Chew Brook Vale (Robert Fletchers)

Policy GM Allocation 15

Chew Brook Vale (Robert Fletchers)



Picture 11.25 GMA 15 Chew Brook Vale (Robert Fletchers)

Development at this site will be required to:

1. Be in accordance with a comprehensive masterplan and Design Code agreed by the local authority, including phasing arrangements;
2. Deliver a mixed-use area on the site of the former Robert Fletchers Mill that will provide a range of commercial, leisure and retail facilities to support tourism and leisure facilities, of up to 6,000 sqm, connected to its gateway location to the Peak District National Park and capitalising on its proximity to Dove Stone Reservoir;
3. Deliver around 170 homes with a mix of low-density family and executive homes and affordable homes of 2 and 3 bedrooms, in line with local planning policy requirements;

4. Retain a strategic area of Green Belt in the eastern half of the site to maintain separation between the development area and Doves Stone Reservoir and the Peak District National Park;
5. Provide a new access point to the site at off the A669 / A635, including a new bridge structure;
6. Take account of and deliver other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve access to the surrounding area, including off-site highway improvements, high-quality walking and cycling and public transport facilities, including opportunities for bus service provision into the site;
7. Be informed by, and deliver the recommendations of, an appropriate visitor management plan to ensure that there is no adverse impact on Dove Stone Reservoir, the Peak District National Park and designated conservation areas. Development must have regard to the duty to care for the Peak District National Park under Section 62(2) of the Environment Act;
8. 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 linkages with the neighbouring communities and countryside. This should include footpath networks and recreation routes that incorporate existing trees, hedgerows, habitat areas and mill / fishing ponds, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas;
9. Be designed to minimise the landscape impact having regard to the findings and recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Open Moorlands and Enclosed Upland Fringes (Dark Peak);
10. Retain and enhance the hierarchy of biodiversity within the site, notably the areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network with the wider environment;
11. Provide a Habitat Regulations Assessment and further surveys on extended phase 1 habitats, bats, amphibians (including great crested newts), water voles and birds to inform any planning application;
12. Ensure that development does not have an adverse impact on the integrity of the nearby Special Protection Area (SPA) and Special Area of Conservation (SAC). The recommendations from the Habitat Regulations Assessment must be considered;
13. Be designed to relate positively to Chew Brook and other watercourses running through the site, integrating them as part of a multi-functional green infrastructure network, creating a green route along the river / brook, ensuring that development is set back to allow ecological movement;
14. Protect and enhance the habitats and corridor along Chew Brook to improve the existing water quality and seek to achieve the required objective for the waterbody as proposed under the North West River Basin Management Plan, including the protection and enhancement of semi-natural habitats and promotion of their public enjoyment;
15. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;

16. Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;
17. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements, and local surpluses and deficiencies including the enhancement of the existing playing fields;
18. Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;
19. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision in liaison with the local authority and Public Health;
20. Identify any designated and non-designated heritage assets and assess the potential impact on the assets and their setting, when bringing forward the proposals, through further Heritage Impact Assessments. Development proposals should seek opportunities to secure the sustainable use of Greenfield House, enhancing this asset including its setting. The use of local materials and high level landscaping will be required;
21. Must take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise, and provide an up-to-date archaeological desk-based assessment to determine whether any future evaluation and mitigation will be needed;
22. Ensure high quality design that is environmentally driven, including the use and water harvesting and recycling, maximum energy efficiency through good building design and fuel-efficient technology, a significant reduction of car usage and household recycling facilities; and
23. 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. 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 mitigation measures, ensuring development is safe over its lifetime and does not increase flood risk elsewhere. Natural sustainable drainage systems should be integrated to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and opportunities to use natural flood management and highway SUDs features should be explored.

11.171 The site includes the redundant Robert Fletchers mill complex, which is brownfield land. Land to the west up to Waterside Mill is greenfield land and has been included as part of the Chew Brook Vale site. 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.

11.172 It is a gateway location into the Peak District National Park and presents a strategic and unique opportunity for Oldham and Greater Manchester to achieve complementary tourism and leisure development to enhance the sub-region's visitor and destination offer. The development of the site for leisure and tourism uses will also capture leisure spend in the local economy due to its proximity to the RSPB reserve, Dove Stone Reservoir and the Saddleworth villages, and create employment opportunities. The tourism and leisure offer should capitalise on, and complement, its location in a way that is sensitive to its unique setting.

11.173 Reflecting the site's proximity to Dove Stone Reservoir, there are aspirations for the following uses in the eastern section of the site - a modest expansion to the existing holiday lodge facility through the inclusion of 10 to 15 pods, a boutique hotel and a visitor education centre linking to the reservoir, in partnership with the RSPB and United Utilities. Opportunities for the sustainable re-use and enhancement of Greenfield House, including its setting, should be explored. This eastern section of the site would remain in the Green Belt and any development within this area would be determined in line with relevant national planning policy.

11.174 The site provides the potential to provide a range of high-quality family and executive 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. There is however 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 homes must therefore be provided as part of the wider development of the area, in line with local planning policy requirements.

11.175 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 line with local planning policy requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.176 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 Dove Stone Reservoir, Peak District National Park and the wider countryside.

11.177 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.178 Protecting and enhancing biodiversity must follow the biodiversity hierarchy of international, national and local designated sites and the mitigation hierarchy of doing everything possible to avoid and then minimise the impact on biodiversity, and only then after taking all measures

compensate for losses that cannot be avoided. Measurable biodiversity net gain is then applied on top of this approach. If biodiversity net gain cannot be achieved on-site then offsite contributions will be required.

11.179 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such any development would need to provide:

a. new and/or improvement of existing open space, sport and recreation facilities;
b. additional school places through the expansion of existing facilities or new provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.180 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

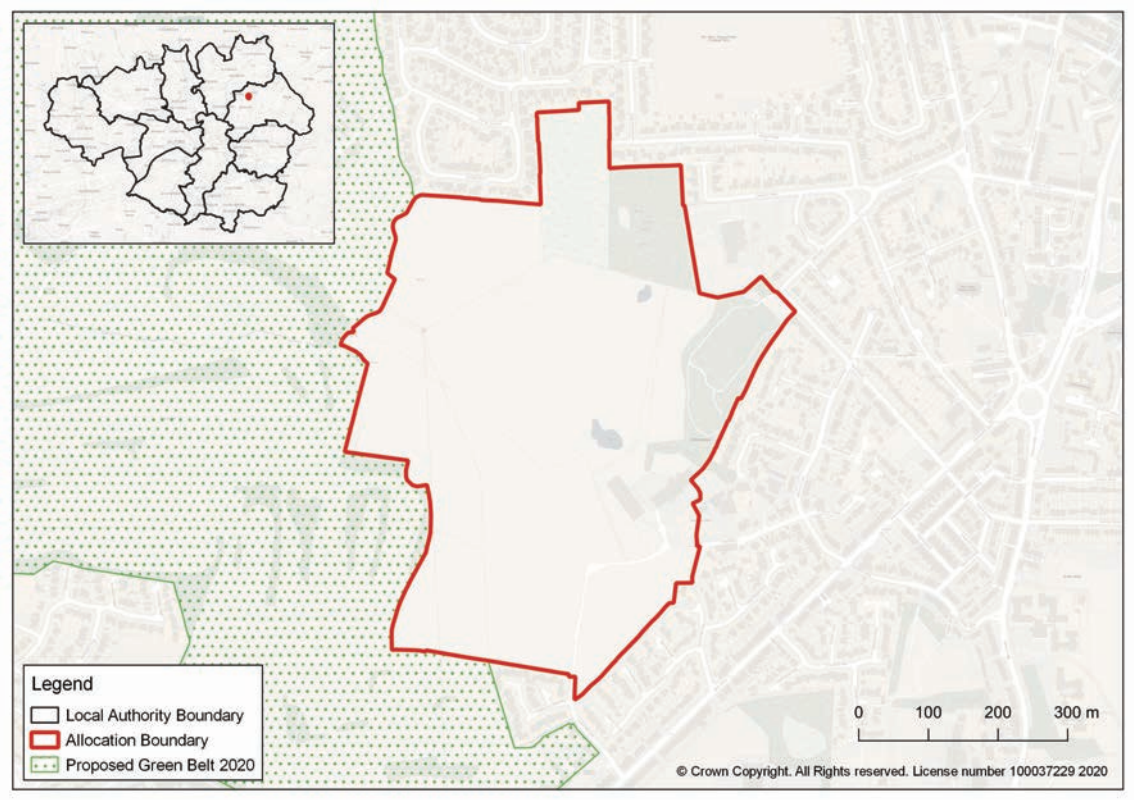
11.181 Heritage assets play an important role in the area's local historical and cultural identity and distinctiveness. There is one Grade II listed building within the site – Greenfield House at Greenfield Mill. It is hoped that the development of the site presents an opportunity to provide for a sustainable use of Greenfield House that will enhance this asset and its setting and views from Hey Top. Hey Top Conservation Area and New Barn lies just outside of the strategic allocation boundary. There are also undesignated assets throughout the site and a number of other heritage assets within close proximity. Any development would need to consider the impact on their setting, through the completion of a further Heritage Impact Assessment. Any development proposals should have regard to the findings and recommendations of the Oldham Mill Strategy. 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.

11.182 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 for the whole site would be required as part of the more detailed masterplanning stage to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal and uncoordinated development. Regard should 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). Proposals should apply greenfield run off rates and be supported by a maintenance plan.

Cowlishaw

Policy GM Allocation 16

Cowlishaw



Picture 11.26 GMA 16 Cowlishaw

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;
3. Provide for affordable homes in line with local requirements set out in local planning policy requirements;
4. 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 southern part of the site, with an emergency/controlled secondary access to Cowlishaw, Kings Road to the central part of the site that lies to the north of Cowlishaw Farm and Denbigh Drive, with access limited to the small parcel at the north only;

5. Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities;
6. Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site and around the main development areas. This is to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation.
7. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines;
8. Retain and enhance the hierarchy of biodiversity within the site, notably the existing Cowlishaw Ponds SBI and the area of priority habitat to the south of Crompton Primary School, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of the multi-functional green infrastructure network with the wider environment;
9. Carry out a Habitats Regulation Assessment and provide further surveys on amphibians (including great crested newts), extended phase 1 habitat, breeding birds, badgers and bats to inform any planning application;
10. Provide for new and/or the improvement of existing open space, sport and recreation facilities, commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements. This includes the retention or relocation, if required, and improvement of the existing play area off Kings Road, within the site;
11. Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;
12. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
13. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals through further Heritage Impact Assessments;
14. Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise, and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed; and
15. Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network, and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored.

11.183 The site is currently designated as 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.

11.184 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 line with Local Planning Policy. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.185 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.

11.186 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.

11.187 Cowlishaw Ponds SBI is made up of three ponds areas and there is a priority habitat to the south of Crompton Primary School. 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.

11.188 Biodiversity net gain could be applied to Green Infrastructure, deciduous woodland, lowland fen and protected species.

11.189 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.190 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 one existing provision. As such, any development would need to provide:

a. new and/or improvement of existing open space, sport and recreation facilities;
b. additional school places through the expansion of existing facilities or new provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.191 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

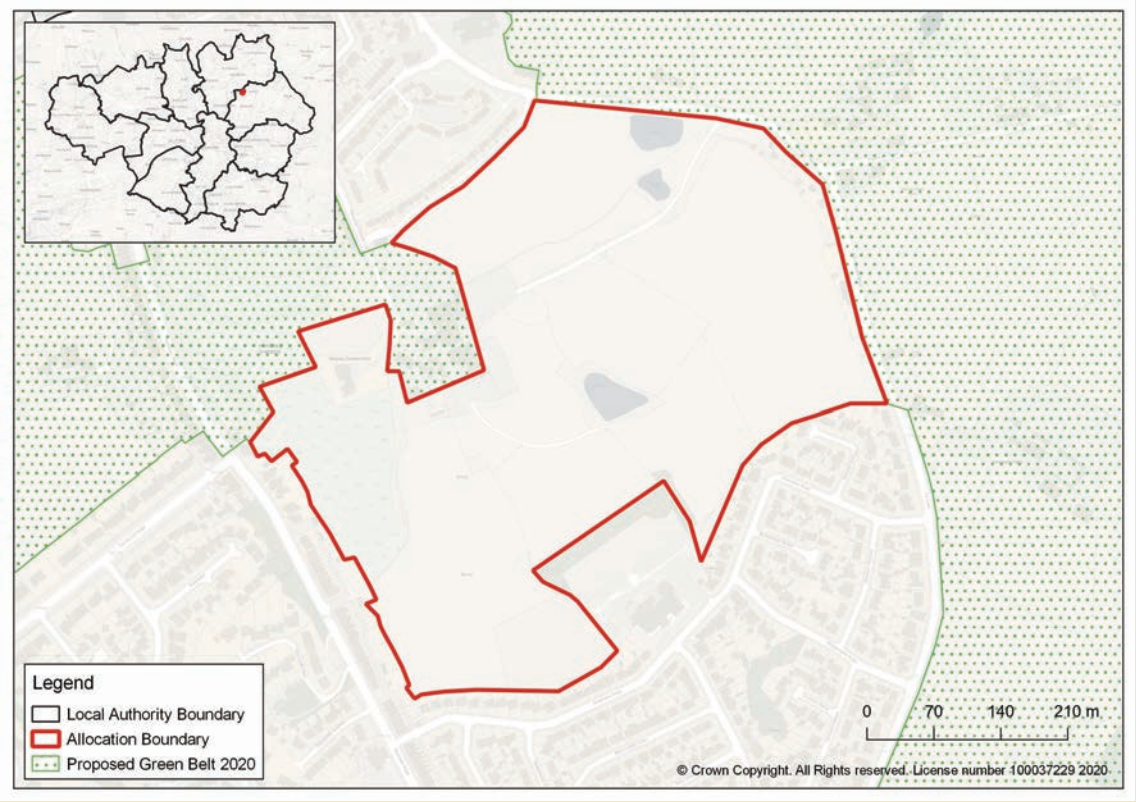
11.192 There are heritage assets in the surrounding area. Any development would need to consider the impact on their setting, through the completion of a further Heritage Impact Assessment.

11.193 A flood risk assessment will be required to inform 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. 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.

Hanging Chadder

Policy GM Allocation 17

Hanging Chadder



Picture 11.27 GMA 17 Hanging Chadder

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 260 homes, providing a range of dwelling types and sizes so as to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing;
3. Provide affordable homes in line with local planning policy requirements;
4. 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 off Castleton Road, near to the junction with Garden Terrace, which will link to the spine road running through the site. An emergency/controlled secondary access will be required onto Castleton Road and farm access retained. The location of any additional access into the site will be subject to the approval of the local highway authority;
5. Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities, such as waiting facilities at bus stops near the site;
6. Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas, to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;
7. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines;
8. Retain and enhance areas of biodiversity within the site following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating existing water features across the site as part of the multi-functional green infrastructure network;
9. Provide further surveys on phase 1 habitat, amphibians, bats and badgers to inform any planning application;
10. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements;
11. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;
12. Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;
13. Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;
14. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;

15. Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals through further Heritage Impact Assessments;
16. Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise, and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;
17. Be informed by an appropriate flood risk assessment feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored; and
18. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.

11.194 The site is currently designated as Green Belt and is considered developable for housing. 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, which is in a sustainable and accessible location on the edge of a rural area and within a strong housing market area, 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.

11.195 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 line with Local Planning Policy. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.196 The site is well-connected to existing neighbouring communities in and around Royton, as well as Low and High Crompton. The site lies approximately 1.6km from Royton Town Centre where there is a range of retail, community, health and civic facilities. It benefits from proximity to Rochdale Road, where there are good transport links and any scheme would need to enhance these linkages from within the site to improve accessibility.

11.197 TfGM have identified the A627/A671 corridor between Rochdale – Oldham – Ashton within the first tranche of the Streets for All corridor studies programme 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.

11.198 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 point of access to the site will be off Castleton Road, linking to a spine road running through the site. The location of any additional access into the site will be subject to the approval of the local highway authority.

11.199 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 one existing provision. As such any development would need to provide:

a. new and/or improvement of existing open space, sport and recreation facilities;
b. additional school places through the expansion of existing facilities or new provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.200 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

11.201 The Historic Environment Assessment (2020) supporting the GMSF stated there are no designated heritage assets within the site allocation and none have been identified further afield that raise concerns over their setting. However, any development proposal should confirm this and assess non designated assets through a further Heritage Impact Assessment.

11.202 There are issues regarding surface water to the south of the site. The incorporation of multi-functional SUDs as part of the wider green infrastructure network should address and mitigate any issues in this respect. A flood risk assessment will be required to inform 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. Regard should be had to the GM SFRA SUDs guidance. Proposals should apply greenfield run off rates and be supported by a maintenance plan.

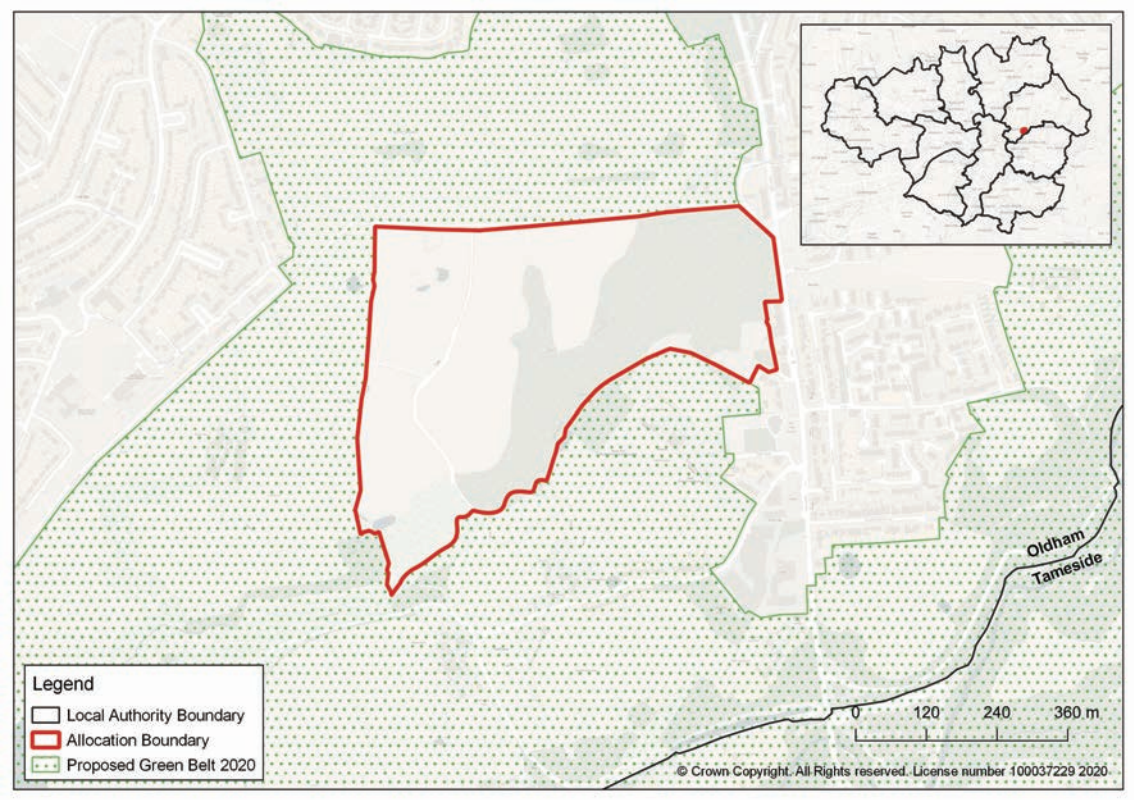
11.203 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.204 There are a number of historic landfill sites within this allocation. In line with NPPF, development should ensure that any necessary remediation measures are implemented.

Land south of Coal Pit Lane (Ashton Road)

Policy GM Allocation 18

Land South of Coal Pit Lane (Ashton Road)



Picture 11.28 GMA 18 Land south of Coal Pit Lane (Ashton Road)

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;
2. Deliver around 255 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;
3. Provide for affordable homes, in line with local planning policy requirements;
4. Provide for appropriate access points to and from the site in liaison with the local highways authority. As part of this, provision should be made to safeguard a route from the north western edge of the site through to Coal Pit Lane, linked to the internal infrastructure of the site;
5. Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the surrounding areas and roads, including

off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site;

6. Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;
7. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys;
8. Retain and enhance the hierarchy of biodiversity within the site, notably areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network;
9. Provide further surveys on amphibians, extended phase 1 habitats, badgers and bats to inform any planning application;
10. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements;
11. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;
12. Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt, as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;
13. Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through expansion of existing facilities or through the provision of new school facilities, in liaison with the local education authority;
14. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
15. Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications;
16. Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise, and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;
17. Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy, which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network), and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored; and
18. Incorporate necessary remediation measures in areas which are affected by contamination and have been previously worked for landfill purposes.

11.205 The site is currently designed 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 base line 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.

11.206 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 line with Local Planning Policy. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform the Local Plan affordable housing policy.

11.207 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 travels and maximise the site's accessibility, developing the existing recreation routes and Public Right of Way network.

11.208 The development will need to provide for suitable access to the site, in liaison with the local highway authority. Potential access points to the sites may be from Coal Pit Lane and Ashton Road. As part of bringing this site forward consideration should be given as to how movement and connectivity along Coal Pit Lane can be enhanced to improve highway safety, for vehicles, pedestrians and cyclists. As such, provision should be made to safeguard a route from the north western edge of the site through to Coal Pit Lane, with appropriate links through the site to an appropriate access onto Ashton Road.

11.209 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:

11.210 a. new and/or improvement of existing open space, sport and recreation facilities;

11.211 b. additional school places through the expansion of existing facilities or new provision of new school facilities; and

11.212 c. provide for appropriate health and community facilities.

11.213 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

11.214 The allocation provides opportunities to secure net gains for nature. This should be applied to green infrastructure and priority habitats.

11.215 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.216 There are also heritage assets close to the proposed strategic allocation. Any development would need to consider the impact on their setting, through the completion of a further Heritage Impact Assessment.

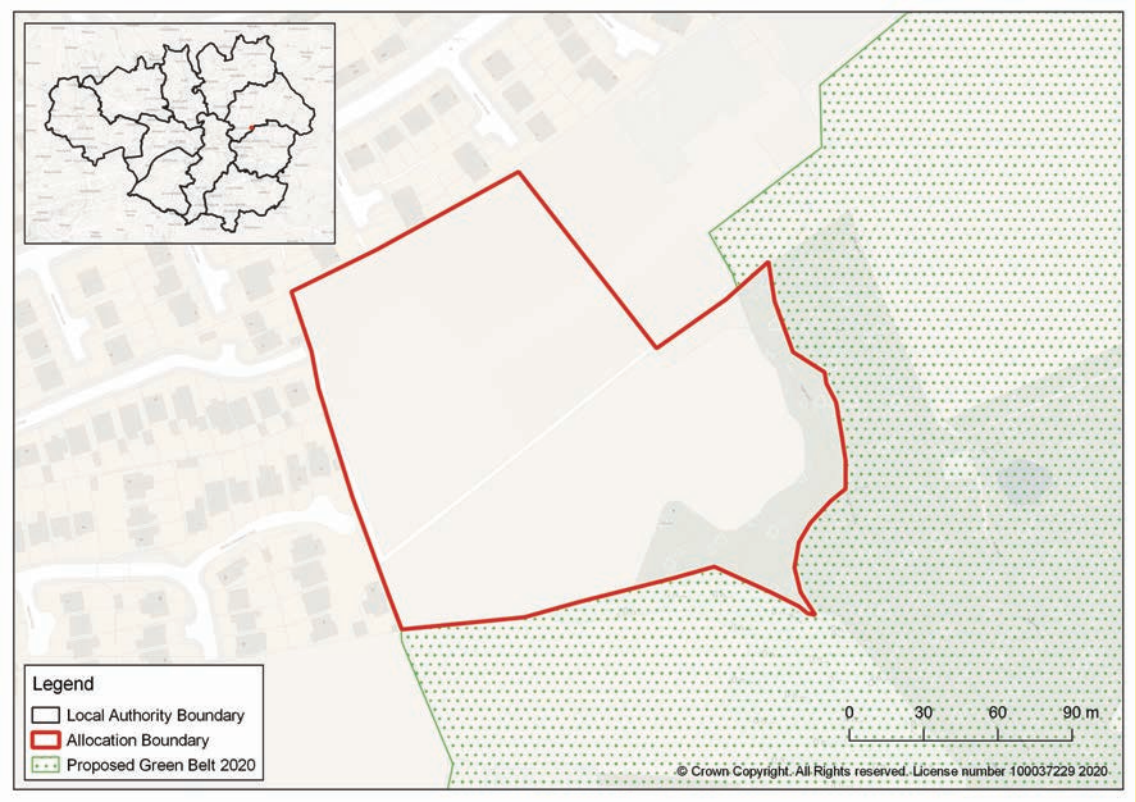
11.217 A flood risk assessment will be required to inform any development. A comprehensive drainage strategy should be prepared, for the site as a whole, as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through 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.

11.218 There are a number of historic landfill sites within the allocation. Necessary remediation measures in areas affected by contamination and previously worked for landfill purposes should be undertaken.

South of Rosary Road

Policy GM Allocation 19

South of Rosary Road



Picture 11.29 GMA 19 South of Rosary Road

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, with the potential for a secondary emergency only access from St Cuthbert's Fold;
3. Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;
4. Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise

the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and countryside and provide opportunities for leisure and recreation;

5. Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys;
6. Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat to the south of the site, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features;
7. Provide further surveys on extended phase 1 habitats and bats, to inform any planning application;
8. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;
9. Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;
10. Provide for new and/or the improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements;
11. Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority;
12. Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision;
13. Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Enhancements between the development and Bank Top Farmhouse (Grade II) should include additional tree planting and native hedgerows to improve the interface between the farmhouse and any new development;
14. Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored; and
15. Ensure that appropriate access is maintained for United Utilities to their on-site infrastructure.

11.219 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.

11.220 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.

11.221 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.

11.222 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:

a. new and/or improvement of existing open space, sport and recreation facilities;
b. additional school places through the expansion of existing facilities or new provision of new school facilities; and
c. provide for appropriate health and community facilities.

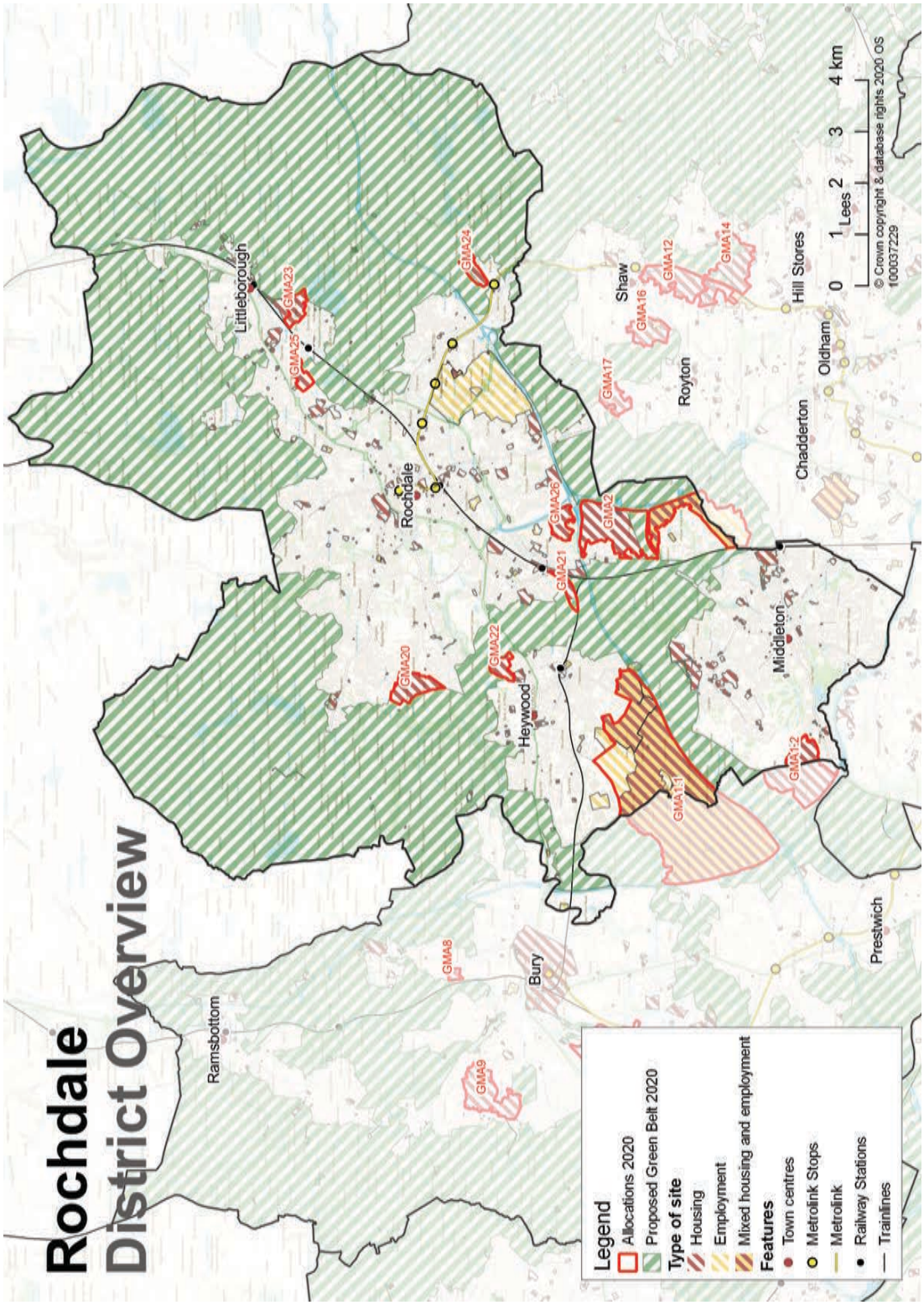
11.223 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

11.224 Bankfield Clough SBI and an area of priority habitat fall within the site along the southern half of the eastern boundary. This area should form part of the wider landscaping and green infrastructure network for the site and retained and enhanced as part of the biodiversity hierarchy within the site.

11.225 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.226 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.

11.227 A flood risk assessment will be required. 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 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.

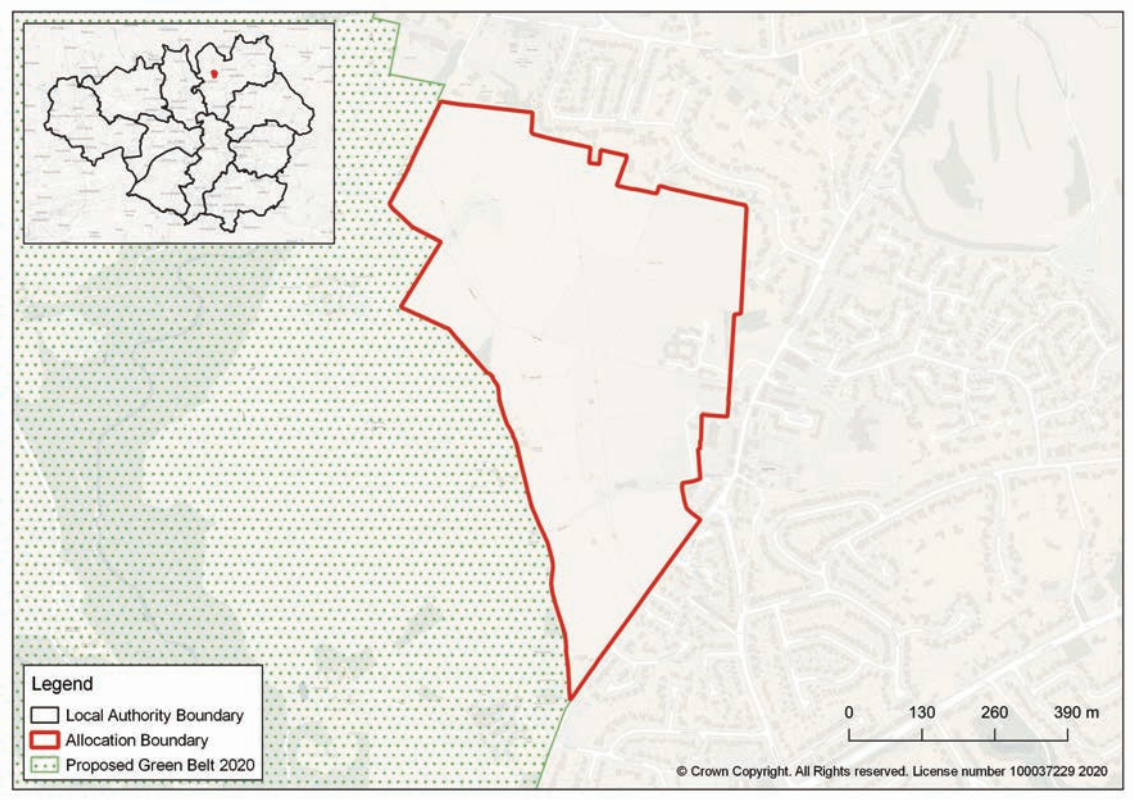


Picture 11.30 Rochdale District Overview

Bamford / Norden

Policy GM Allocation 20

Bamford / Norden



Picture 11.31 GMA 20 Bamford / Norden

1. Deliver around 450 new homes predominantly in the western and southern parts of the site, with a focus on larger, higher value family housing to balance out the current offer within the borough and reflect the grain and density of the surrounding residential areas;
2. Retain and significantly enhance the existing recreational facilities as part of an integrated green and blue infrastructure network on the site. The improvement of the facilities will create a high quality recreational and sports 'hub' serving the local area and the borough as a whole;
3. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
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. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;
7. Contribute to the potential extension of the proposed bus rapid transit services between Heywood and Manchester;
8. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
9. Take account of any visual impact from Ashworth Valley to the west given the high landscape and recreational value of that area and ensure there are high quality links/routes to the wider countryside;
10. Ensure that the design of the scheme preserves or enhances the setting of the listed Bamford United Reform Church immediately to the south of the site;
11. Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities; and
12. Retain and enhance public rights of way across and around the site.

11.228 Norden and Bamford are well-established residential areas to the west of Rochdale town centre and there is a strong market demand for housing within the area. It is one of the most significant areas of larger, higher value housing 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 and the conurbation as a whole. The provision of such housing is important to ensure that a good range of housing is available across Greater Manchester to support economic growth.

11.229 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. 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.

11.230 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.

11.231 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.

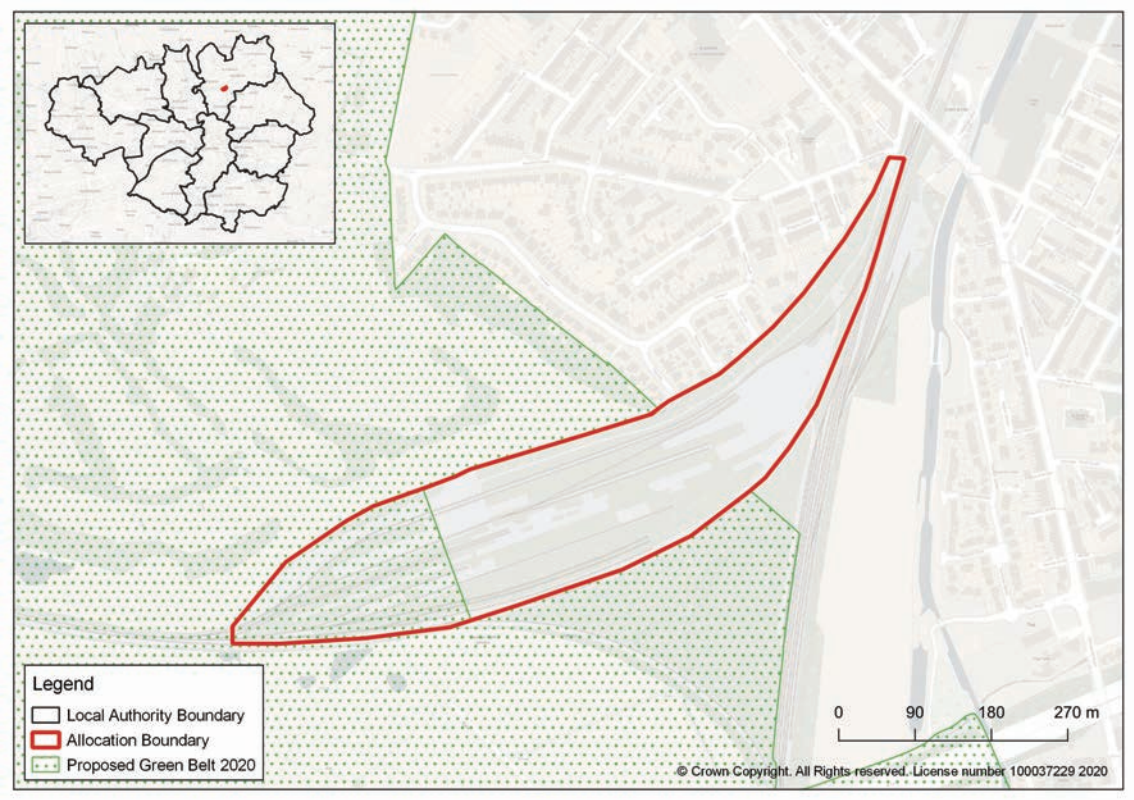
11.232 The site is also relatively close to Ashworth Valley to the west. This river valley is of high landscape value and provides some attractive recreational routes. It is important that any development does not have a negative impact of this natural asset and where practical historic field boundaries as identified in the Bamford/Norden Heritage Assessment should be retained and incorporated in to 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.

11.233 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.

11.234 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.

Policy GM Allocation 21

Castleton Sidings



Picture 11.32 GMA 21 Castleton Sidings

Development at this site will be required to:

1. Deliver around 125 high quality homes including higher value family housing;
2. Built development will be limited to the eastern half of the site to minimise encroachment of built development into the Green Belt with the western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt;
3. The north east of the site will accommodate a temporary rail halt and associated parking to facilitate the extension of the East Lancashire Railway (ELR) from Heywood to Castleton, and potentially a tram-train trial project if progressed in this location;
4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
5. Provision should be made within the scheme for appropriate access by Network Rail and ELR to undertake any maintenance and improvements relating to the extended ELR when required;

6. Address the risk of surface water flooding that affects part of the site through an appropriate sustainable drainage strategy (SuDS);
7. Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient links to the centre of Castleton and the Castleton Bee Network scheme, the nearby railway station, and westwards to employment locations around Heywood;
8. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
9. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;
10. Carry out a project specific Habitats Regulation Assessment for planning applications of 50 dwellings or more;
11. Incorporate high quality landscaping, multi-functional green and blue infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land and provide appropriate boundary treatment in relation to the retained Green Belt; and
12. Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.

11.235 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 development and is well placed to utilise existing community facilities and social infrastructure.

11.236 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. In the longer term, 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.

11.237 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 open space or an area for nature conservation on the western part of the site. In addition to this, 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.

Furthermore, given the proximity of the site to the adjacent Heritage Assets, specifically: St Martins Church, Castleton South Conservation Area, Lock 52, Towpath Bridge and the United Reform Church, new development will respond positively to preserve and enhance their setting, retain key views to and from the assets and ensure the new development avoids being overly dominant.

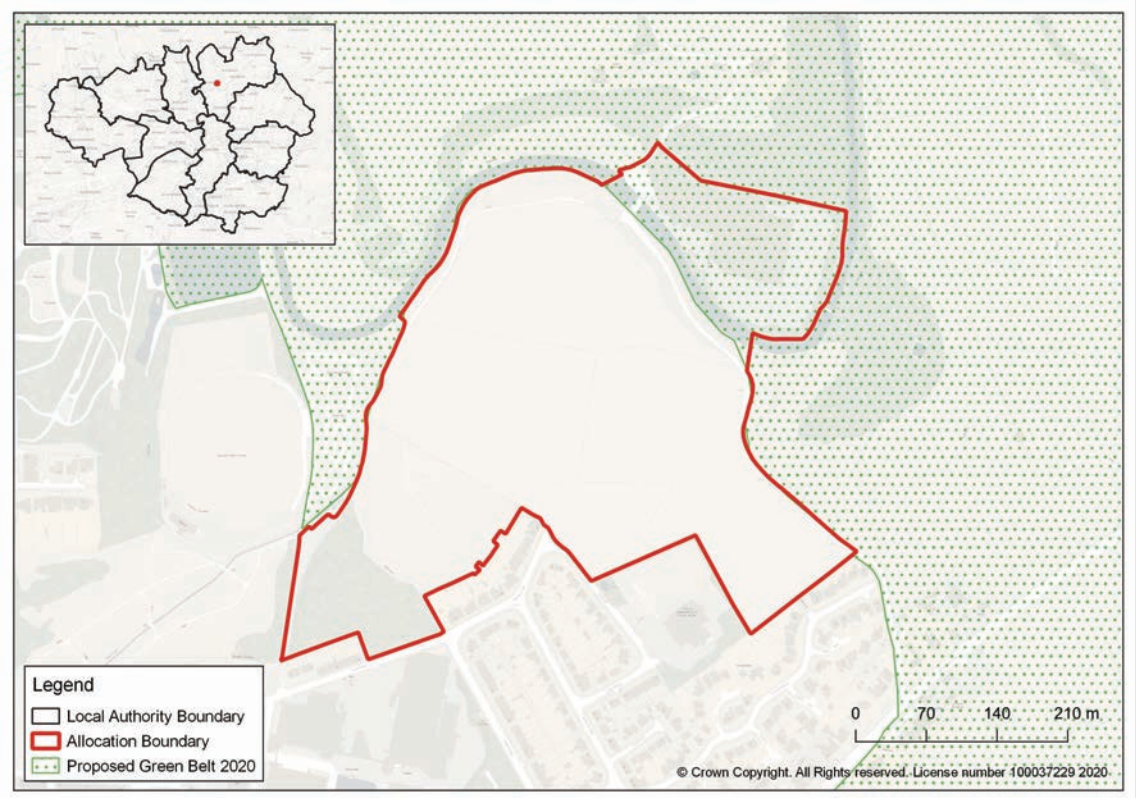
11.238 A designated National and European site is located close to the site. Therefore any impact from the new development and any associated traffic generated will need to be taken into account. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units.

11.239 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.

Crimble Mill

Policy GM Allocation 22

Crimble Mill



Picture 11.33 GMA 22 Crimble Mill

Development at this site will be required to:

1. Deliver around 250 new homes, including higher value family housing, within an attractive riverside setting, including the provision of new homes within the converted Grade II* Listed Crimble Mill;
2. Protect and enhance the character and significance of the mill complex in order to secure the long term future of these nationally significant Listed Buildings. This will include detailed masterplanning to avoid development in areas of high sensitivity as defined by the Crimble Mill Historic Environment Assessment 2020;
3. 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 Crimble Mill 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;
4. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
5. The detailed layout of any scheme should respect the setting of the Listed mill complex and have 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;
6. Provide appropriate access on to the A58 to the south of the site along with secondary access onto Mutual Street;
7. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;
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. Retain and enhance existing rights of way and general access through and around the site. This should include:

    1. New and improved access to the adjacent Queens Park;
    2. Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre; and
    3. Creation of a route adjacent to the River Roch to support the wider Roch Valley Way

10. Provide appropriate access to electric vehicle charging infrastructure and cycle storage; and
11. Any proposal should provide some land adjacent to the existing school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places. Financial contributions will also be required to ensure provision of primary and secondary schools places to serve the development.

11.240 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.

11.241 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.

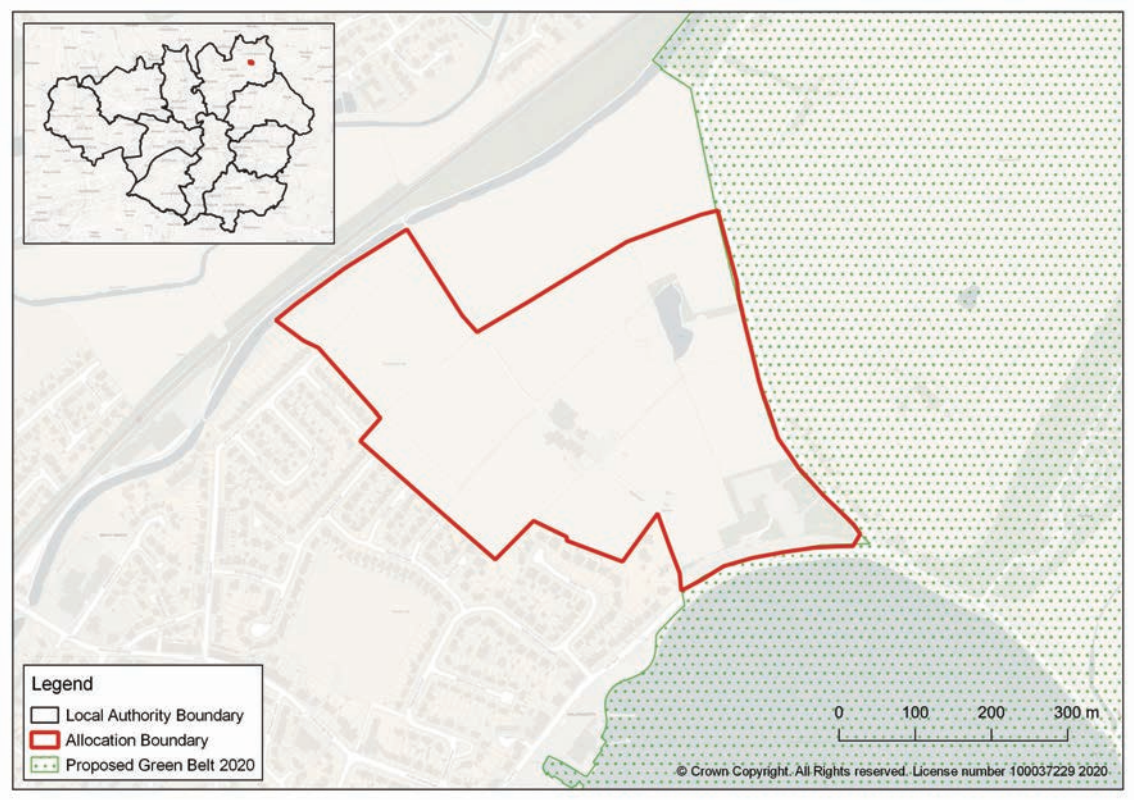
11.242 The proposal will be required to demonstrate how it would support the retention and enhancement of the mill complex. This would need to be agreed by the local planning authority prior to commencement of any development with a clear timetable secured via a legal agreement or planning condition 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.

11.243 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.

11.244 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.

Policy GM Allocation 23

Land North of Smithy Bridge



Picture 11.34 GMA 23 Land North of Smithy Bridge

Development at this site will be required to:

1. Deliver around 300 new homes, including higher value family housing, to meet needs within the local area and to attract and retain higher income households within Greater Manchester, taking advantage of its attractive setting next to Hollingworth Lake and the Rochdale Canal;
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 which maximises its Pennine fringe setting and takes account of views from and into the site, including the incorporation of high quality green and blue infrastructure;
4. Incorporates a design and layout which complements the existing housing to the west of the site and the proposed new housing on the former Akzo Nobel site to the north;
5. Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;

6. 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;
7. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
8. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;
9. Carry out a project specific Habitats Regulation Assessment for planning applications of 50 dwellings or more;
10. Facilitate the delivery of a new primary school and associated outdoor playing space at the southern end of the site and contribute to additional primary and secondary places to meet demand arising from the new development; and
11. Deliver the provision of replacement visitor car parking to replace the existing spaces lost on the car park at the southern end of the site.

11.245 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.

11.246 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.

11.247 Designated National and European sites are located immediately adjacent to the site and in the wider landscape area. Therefore any impact from the new development and any associated traffic generated will need to be taken into account. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units.

11.248 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.

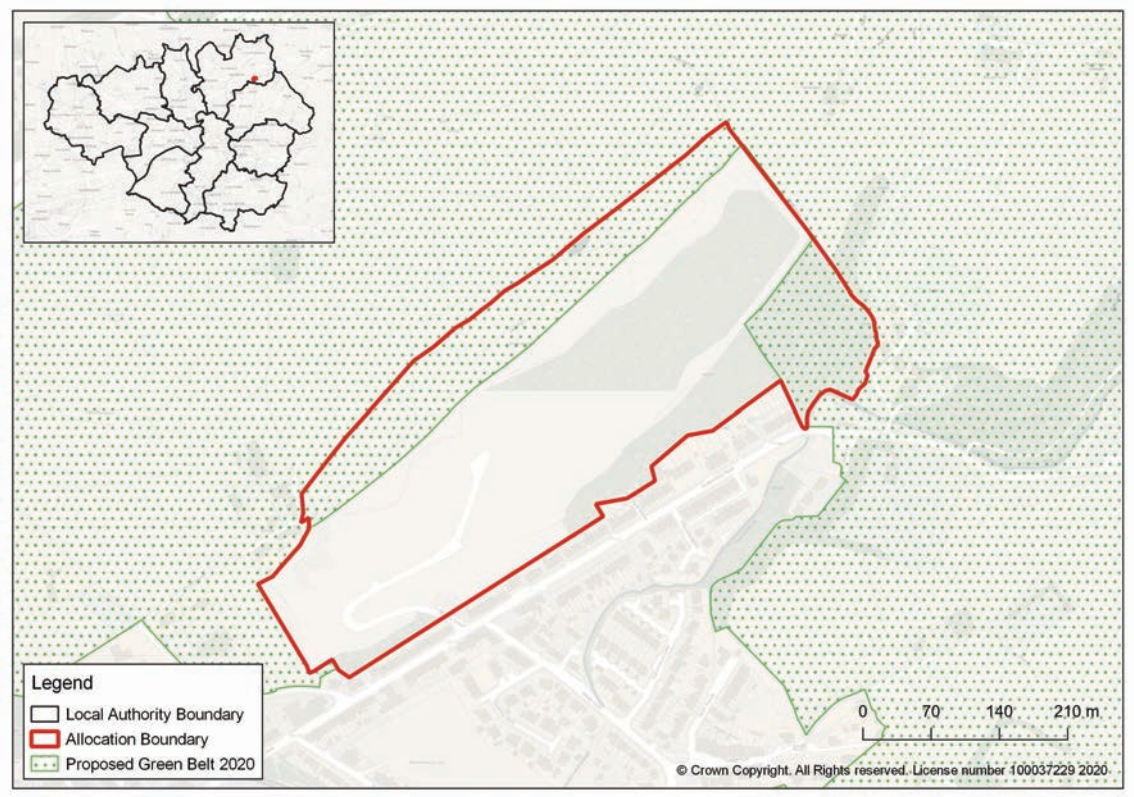
11.249 There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school. This area provides an excellent location for a new facility given that it lies between Littleborough and Smithy Bridge and therefore can serve both areas sustainably. It also provides an attractive location for a school which can provide access to open areas and activities, thus promoting healthy lifestyles.

11.250 The southern end of the site is currently occupied by a car park which accommodates visitors to the lake. This will need to be replaced by an equivalent facility in order that the parking needs of visitors to the lake are met and to avoid displacing car parking on to nearby roads and streets. The delivery of appropriate parking will need to be linked to the overall delivery of the wider proposal.

Newhey Quarry

Policy GM Allocation 24

Newhey Quarry



Picture 11.35 GMA 24 Newhey Quarry

Development at this site will be required to:

1. Deliver around 250 new homes, including higher value family housing;
2. Deliver a mix of housing density, with the potential for higher density development in the south west part of the site closest to the village centre and the Metrolink stop. The northern and eastern parts of the site could include larger, higher value housing to diversify housing choice in the local area;
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 by carrying out any necessary re-profiling of the quarry face, incorporating water features and safeguarding and enhancing biodiversity;
5. Ensure that the re-profiled quarry face, which is to be retained in the Green Belt, takes the opportunity to incorporate biodiversity and attractive visual features to enhance the quality of the development;
6. Ensure that the design of the scheme preserves and enhances the setting of the listed St Thomas Church immediately to the west of the site, provides a buffer zone to the east of Bradley Farmhouse and avoids the use of Bradley Lane for vehicular access;
7. Provide publicly available car parking to serve the Metrolink stop in Newhey and the residents on Huddersfield Road to alleviate on street parking issues;
8. Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey, the nearby Metrolink stop and the existing cycle / walking network;
9. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
10. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;
11. Provide safe and appropriate access onto Huddersfield Road; and
12. Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.

11.251 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.

11.252 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 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.

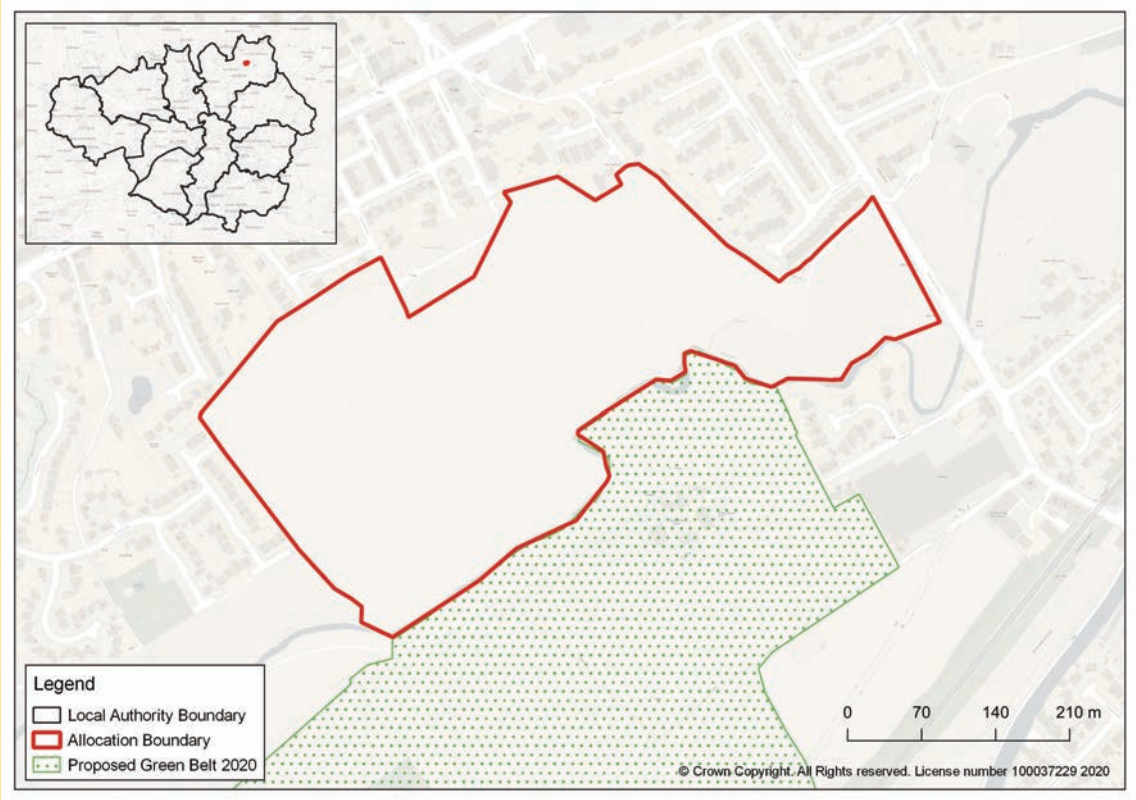
11.253 Given the location of the site and the nature of the surrounding area, it will be important for any layout to incorporate a high quality green and blue infrastructure network and attractive open spaces and maximise opportunities presented by the quarry face, even where re-profiling of the quarry 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.

Roch Valley

Policy GM Allocation 25

Roch Valley



Picture 11.36 GMA 25 Roch Valley

Development at this site will be required to:

1. Deliver around 200 homes, including higher value family homes, on the northern half of the site adjacent to existing residential areas to be accessed primarily from Smithy Bridge Road to the east;
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. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS);
4. Have regard to the river valley setting in terms of the design and layout, particularly in relation to the materials uses, 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. Protect field boundaries and the identified key views to and from adjacent heritage assets;
6. Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north;
7. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
8. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;
9. The layout of the scheme should be designed in a way to deliver the eastern section of a proposed residential relief road between Smithy Bridge Road and Albert Royds Street. This proposed new road will need to incorporate attractive, high quality pedestrian and cycle routes; and
10. Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.

11.254 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.

11.255 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.

11.256 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 of GM.

11.257 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.

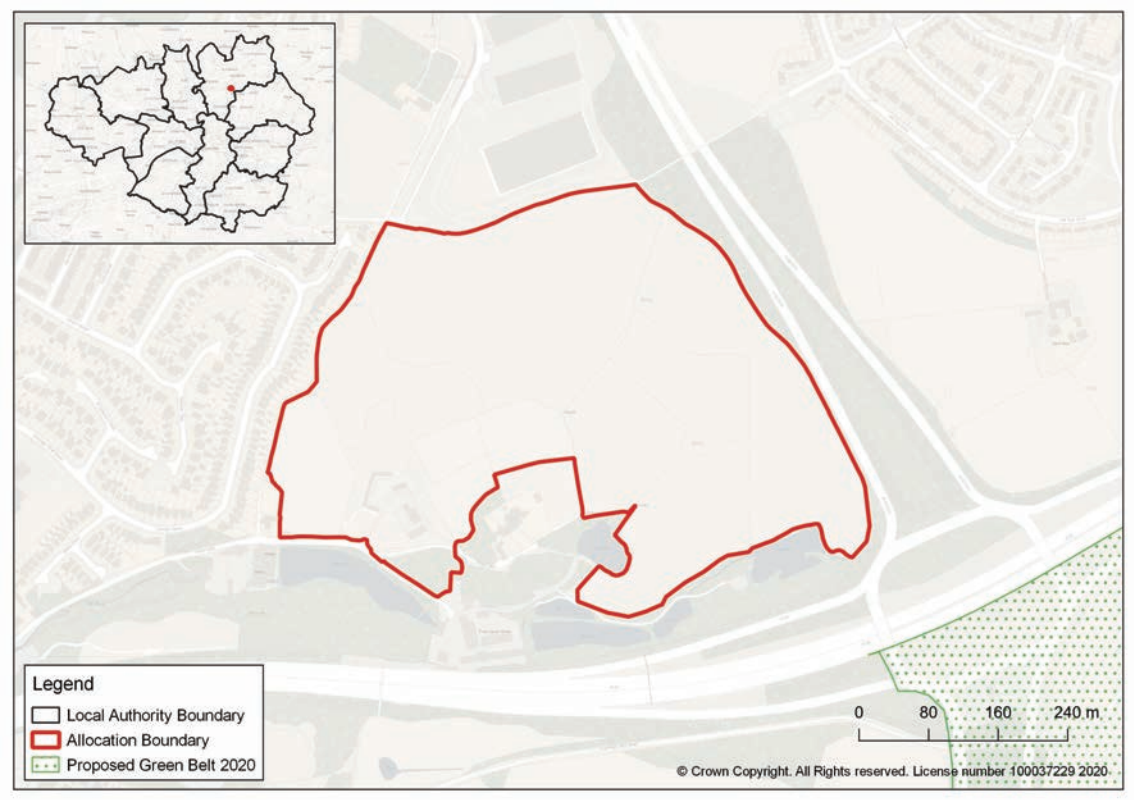
11.258 The river valley setting of the site means that the impact of any development must be taken into account in terms of any design and layout. There are some long distance views into the site from across the valley and therefore it is important that the impact of any scheme is minimised as much as possible through the use of appropriate material and high quality landscaping.

11.259 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 deliver 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.

Trows Farm

Policy GM Allocation 26

Trows Farm



Picture 11.37 GMA 26 Trows Farm

1. Deliver around 550 new homes incorporating a good mix of house types including higher value family housing;
2. Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development;
3. Provide access to the site primarily via Cowm Top Lane to the north;
4. Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station;
5. Provide appropriate access to electric vehicle charging infrastructure and cycle storage;
6. Use the topography and contours within the site to deliver a well-designed scheme which incorporates good quality green and blue infrastructure having regard to existing biodiversity and greenspace corridors;
7. Carry out a project specific Habitats Regulation Assessment for planning applications of 50 dwellings or more;

8. 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 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;
9. Ensure that development provides a positive visual impact given its prominent position adjacent to the M62 and A627(M) motorways;
10. Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors; and
11. Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.

11.260 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.

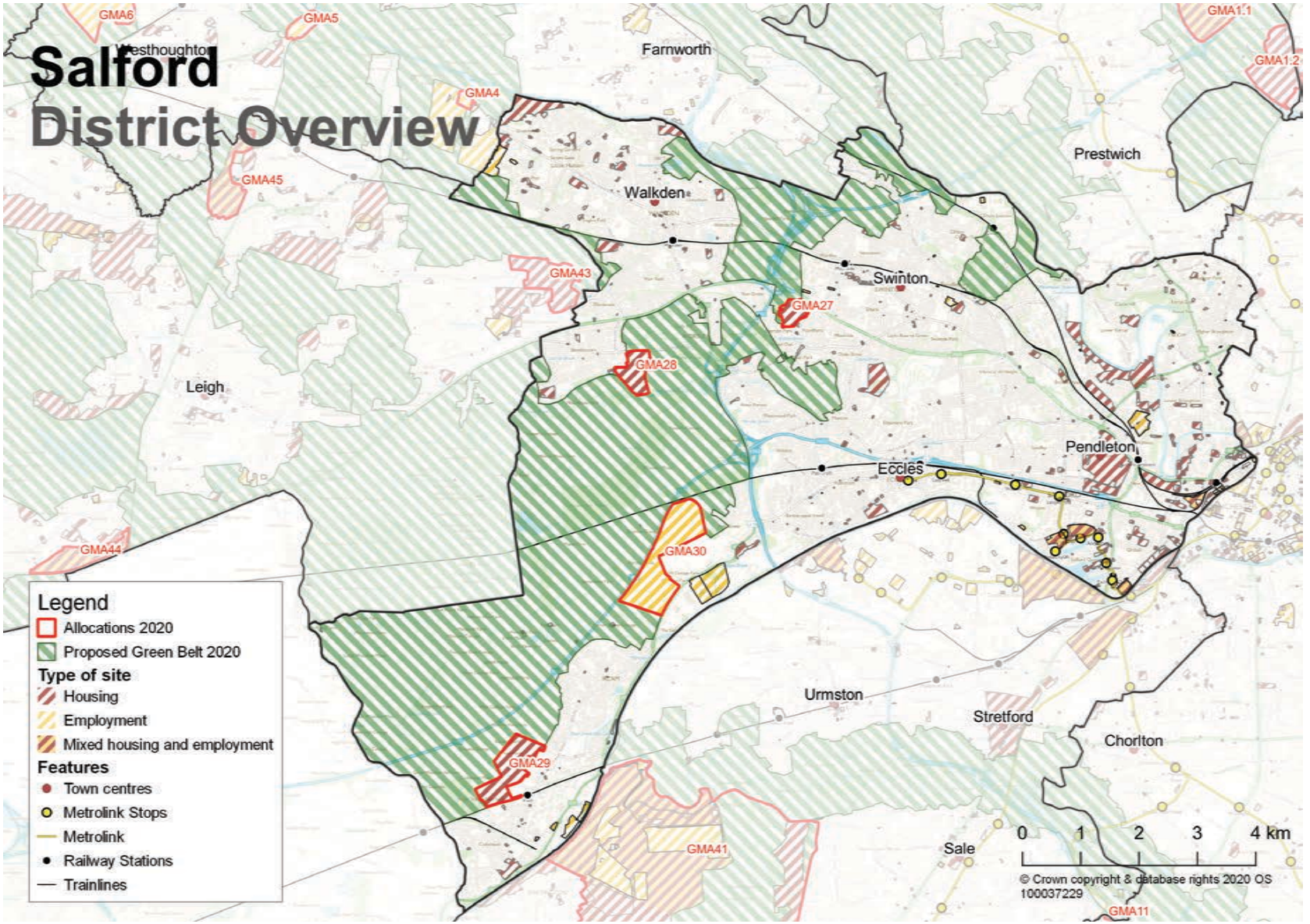
11.261 Rail journeys into the city centre from Castleton station take only fifteen minutes and this is complemented by a quality bus corridor along Manchester Road. High-quality walking and cycling connections to Castleton station and Manchester Road should therefore be provided as part of the development. The site also has good access to the motorway network.

11.262 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.

11.263 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.

11.264 It is considered that by 2040 this development may lead to traffic increases on the M62 motorway because of its size and relative proximity to the motorway. The M62 passes close to designated National and European sites known to be susceptible to traffic pollution, particularly nitrate deposition. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units.

11.265 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.

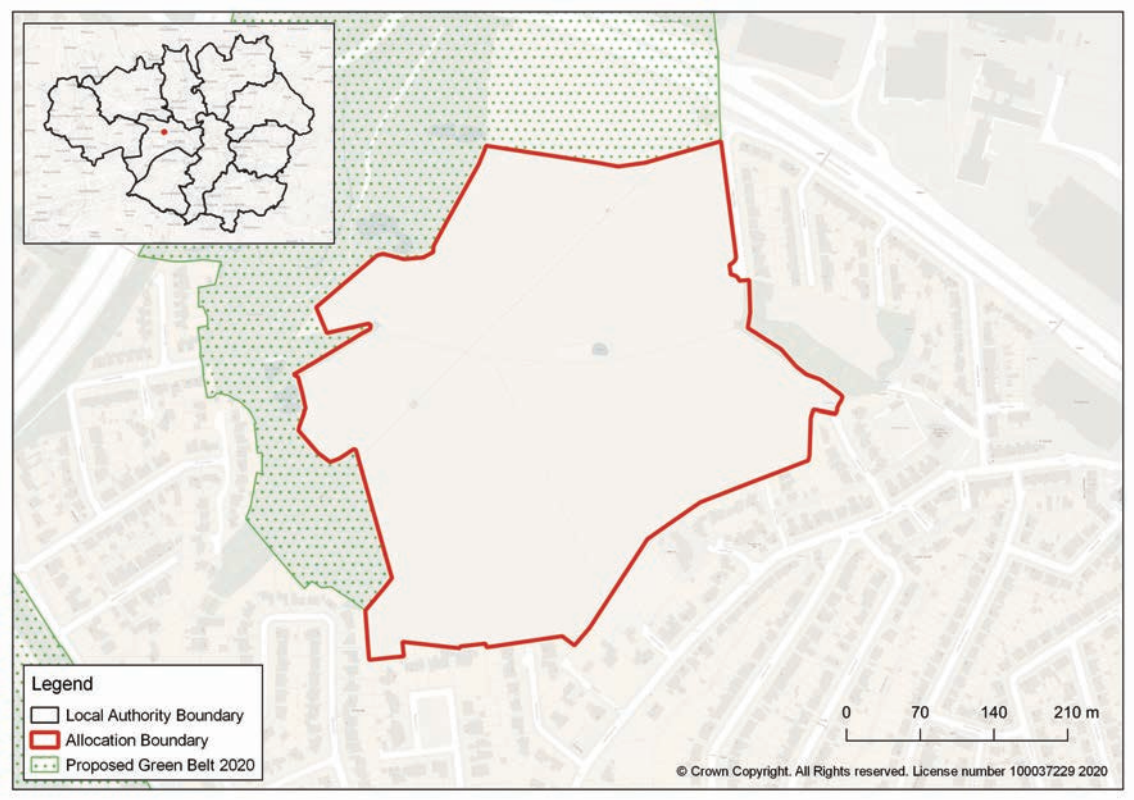


Picture 11.38 Salford District Overview

Land at Hazelhurst Farm

Policy GM Allocation 27

Land at Hazelhurst Farm



Picture 11.39 GMA 27 Land at Hazelhurst Farm

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 or Supplementary Planning Document (SPD) that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council;
2. Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership), with some of this directed towards off-site provision;

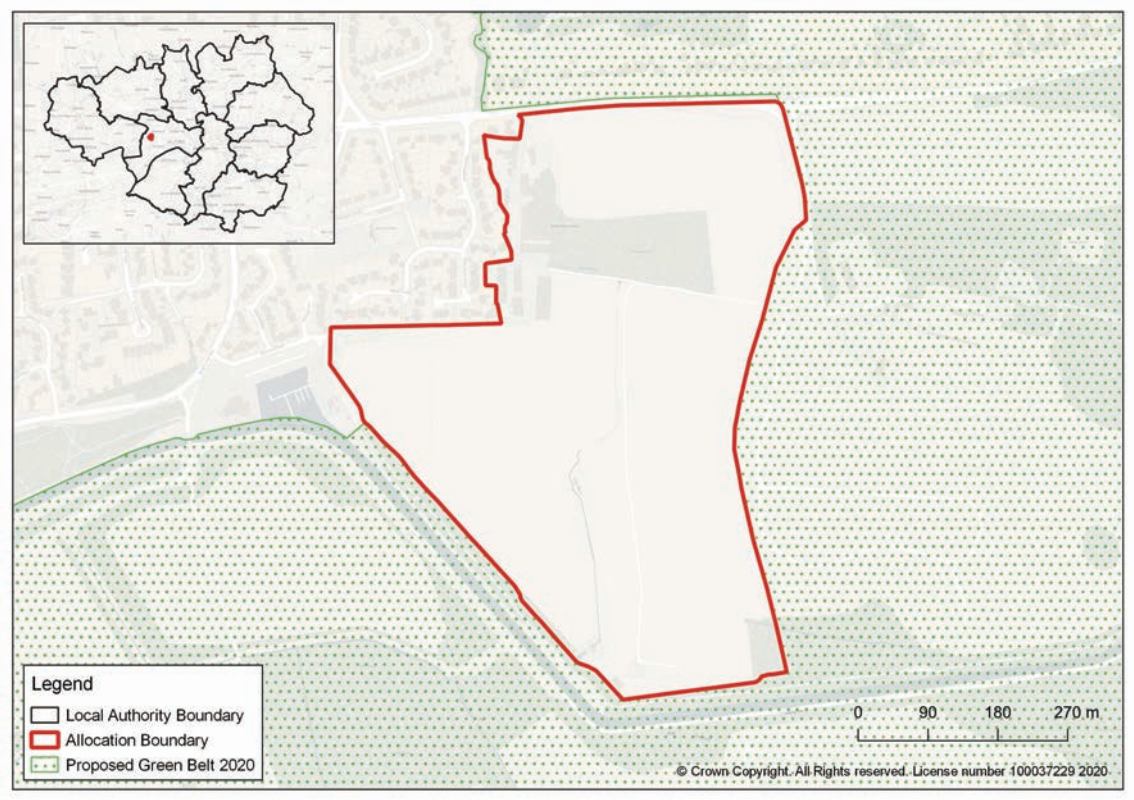
3. Be designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian and cycling routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops;
4. Incorporate attractive public rights of way through the site which connect into the wider pedestrian and cycling network providing access to local facilities;
5. Ensure that vehicular access to the site does not have an unacceptable impact on the quality of existing residential areas;
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 and avoid harm to protected species;
11. Incorporate sustainable drainage systems to mitigate the surface water flooding on the site, while ensuring that there is no adverse impact on the potential for flooding off-site;
12. Provide a buffer for the overhead power lines that run across the site, in accordance with National Grid requirements;
13. Provide mitigation to address noise pollution from nearby roads;
14. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area; and
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.

11.266 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. A desk-based assessment of the site's archaeological interest will be required.

East of Boothstown

Policy GM Allocation 28

Land east of Boothstown



Picture 11.40 GMA 28 East of Boothstown

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 or Supplementary Planning Document (SPD) that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council;
2. Provide an affordable housing scheme equivalent to at least 50% of the dwellings on the site (with an indicative affordable housing tenure split of 37.5% social rented, 37.5%

affordable rented and 25% shared ownership), with some of this directed towards off-site provision;
3. Retain Alder Wood and the other areas of mature deciduous woodland and protected trees;
4. 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;
5. Incorporate a landscaped buffer along the eastern boundary of the site facing RHS Garden Bridgewater;
6. 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;
7. 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;
8. Protect the quality of watercourses through and around the site;
9. Support the objectives for the Great Manchester Wetlands Nature Improvement Area and avoid harm to protected species;
10. Ensure 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;
11. Secure 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;
12. Include a new neighbourhood equipped area of play;
13. Retain or replace existing playing fields;
14. Include new allotment plots to meet the local standard unless suitable alternative provision can be made in the local area;
15. Provide an easement for the significant utilities infrastructure running through and near the site;
16. Take its primary access from Occupation Road;
17. Incorporate mitigation to address noise pollution from nearby roads;
18. Conserve and enhance the setting of nearby heritage assets; and
19. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.

11.267 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 is due to open in 2021. It is essential that the development of the site fully maximises the opportunities presented by

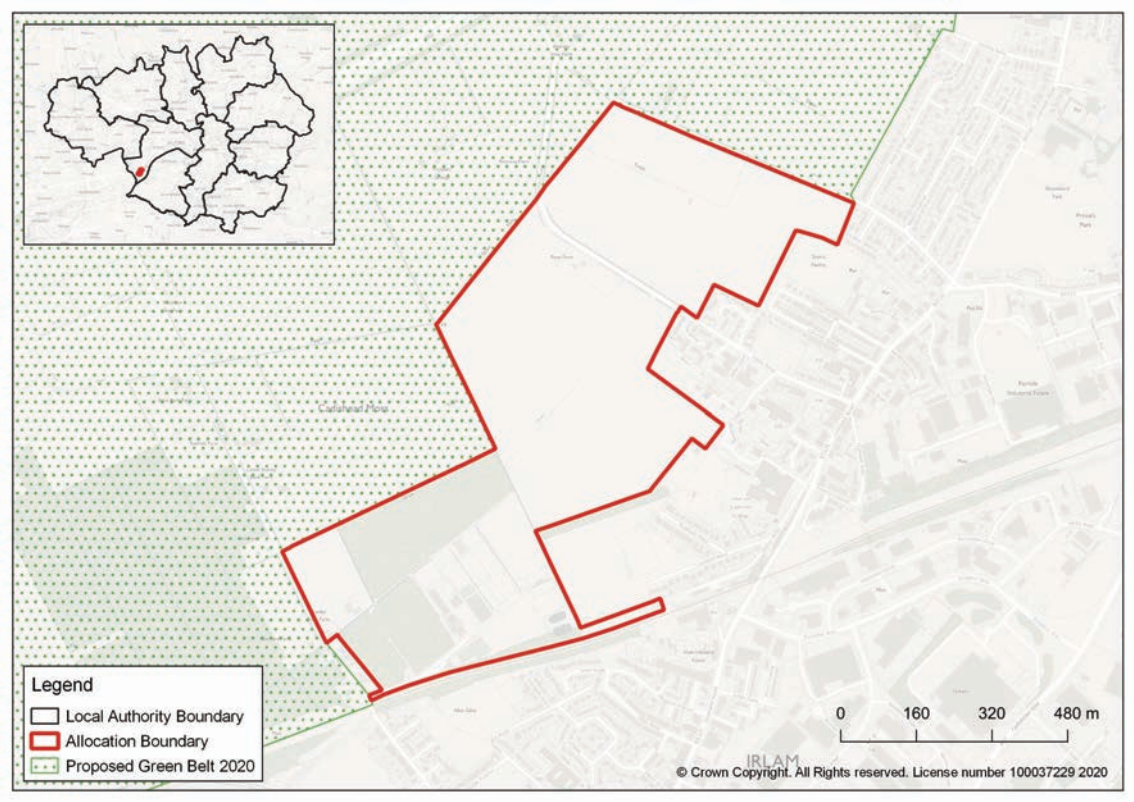
this location, and delivers the highest quality living environment. A lower density of development than would normally be required under Policy GM-H 4 'Density of New Housing' will be acceptable on this site.

11.268 Water vole and bird surveys will be required prior to any development, as will a desk-based archaeological assessment of the whole site and an historic building assessment of Boothsbank Farm. 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.

North of Irlam Station

Policy GM Allocation 29

North of Irlam Station



Picture 11.41 GMA 29 North of Irlam Station

Land North of Irlam Station, between New Moss Road and Roscoe Road, will be developed to provide a high quality extension to the Irlam and Cadishead neighbourhood focused around Irlam Station. The site has capacity for around 1,100 - 1,400 dwellings and associated social and community uses. Subject to the conditions set out in this policy, the site is identified for

1,100 homes. The acceptability of the final 300 potential homes is contingent upon further work and potentially the delivery of enhancements to the wider transport network which create additional capacity to accommodate this volume of further development.

Development of this site will be required to:

1. Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD) that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council. Central to the masterplan shall be the consideration of opportunities to restore habitats, strengthen ecological networks, and manage the carbon and hydrological implications of development, having regard to the presence of peat on this site;
2. Be supported by a robust delivery strategy, which is prepared in partnership with key stakeholders and secures the effective delivery of the full masterplan, including transport, green and social infrastructure, affordable housing and planning obligation contributions;
3. Provide a broad mix of housing with densities increasing towards the most accessible parts of the site around Irlam Station, and include accommodation specifically targeted at older people;
4. Provide an affordable housing scheme equivalent to at least 25% of the dwellings, and substantially more if other funding becomes available to allow for this (with an indicative affordable housing tenure split of 37.5% social rented, 37.5% affordable rented and 25% shared ownership);
5. Minimise the loss of the carbon storage function of the peat and undertake a hydrological assessment in order to avoid any adverse impacts on the hydrology of Chat Moss, whilst ensuring that there is no potential for future problems of land stability or subsidence;
6. Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss;
7. Minimise impact on local highways and provide contributions to support the improvement of affected local junctions;
8. Include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station;
9. Ensure that vehicular access to the site does not have an unacceptable impact on the quality of existing residential areas;
10. Integrate high levels of green infrastructure throughout the site, including retaining landscape features such as mature trees and hedgerows, so as to minimise the visual impact on the wider landscape, achieve a minimum 10% net gain in biodiversity, mitigate the environmental impacts of development and provide an attractive backdrop to walking and cycling routes;
11. Support the objectives for the Great Manchester Wetlands Nature Improvement Area and avoid harm to protected species;
12. Be supported by breeding and winter bird surveys to understand and minimise any adverse impact on bird species in this area. Surveys of potential compensation areas should also be undertaken to demonstrate that displacement into the wider landscape is possible;

13. Be supported by a project specific Habitats Regulations Assessment for any planning applications involving 50 or more dwellings;
14. Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off;
15. Protect the quality of watercourses through and around the site;
16. Include a new neighbourhood park incorporating an equipped area for play;
17. Include new allotment plots to meet the local standard;
18. Incorporate appropriate mitigation including tree planting to address issues of noise generated by the M62 motorway and the rail line;
19. Set aside land to provide additional 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; and
20. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.

11.269 The site has been identified as being appropriate for development due to its location next to Irlam rail station, with services that provide easy access to the huge range of employment and leisure opportunities in the City Centre and Trafford Park. It also benefits from Northbank Industrial Park just to the south and bus routes to Port Salford and Eccles to the east.

11.270 The size and location of the site means that it has the potential to accommodate a range of dwelling types, helping to meet a variety of housing needs. Higher densities will be appropriate in the most accessible parts of the site immediately around Irlam Station, in accordance with Policy GM-H 4 'Density of New Housing', helping to maximise the number of people within easy walking distance of the station.

11.271 Although the site can accommodate 1,400 new homes, work undertaken to date has only confirmed that the local highway network has capacity to accommodate 1,100. Further work is needed to demonstrate that a further 300 homes can be accommodated; potentially involving additional interventions in the surrounding highway network, particularly linked to Port Salford and the Western Gateway, which will provide additional local and strategic highway capacity.

11.272 The additional population will help to support existing shops and services in Irlam and Cadishead, such as the nearby Lower Irlam and Cadishead local centres, but the site could potentially accommodate small scale facilities to serve local needs if identified as appropriate through the masterplanning process. It is anticipated that the site's location and the dwelling types provided will be attractive to families with a resulting demand for additional school places which may, at least in part, need to be accommodated within the site.

11.273 The site is currently in multiple ownerships, and will deliver a range of complementary uses alongside residential (such as education, public open space and green infrastructure) and will require infrastructure enhancements. To ensure the allocation is deliverable, it will be essential that a delivery strategy manages different interests effectively and equitably to

secure delivery of the overall masterplan. This is to avoid a situation in which initial phases do not make adequate provision to support subsequent phases, and in particular the community uses these will include.

11.274 It will be important that the design and layout of the site effectively integrates development into the existing area and promotes community cohesion. In particular, publicly accessible recreation space, facilities, and routes through the site onto Chat Moss should be positioned so as to be accessible to both new and existing residents.

11.275 Most of the site has significant depths of peat across it, meaning that there will be high costs associated with development on it. The peat on the site has been degraded due to decades of drainage and agricultural activity. Nevertheless, it still performs an important carbon storage function, and should be retained wherever possible. However, this will have to be balanced against the need to ensure that there is no risk of subsidence for development on the site or for surrounding infrastructure such as the M62 motorway. The priority for any off-site nature conservation enhancements required to deliver a minimum 10% net gain in biodiversity from the development of the site is likely to be the enhancement of New Moss Wood, and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north. Much of the site is grade 1 agricultural land, but the benefits of delivering additional housing in this accessible location are considered to outweigh the loss of the land's farming potential. Wider ecological surveys, including water vole, brown hare and birds, will be required prior to any development.

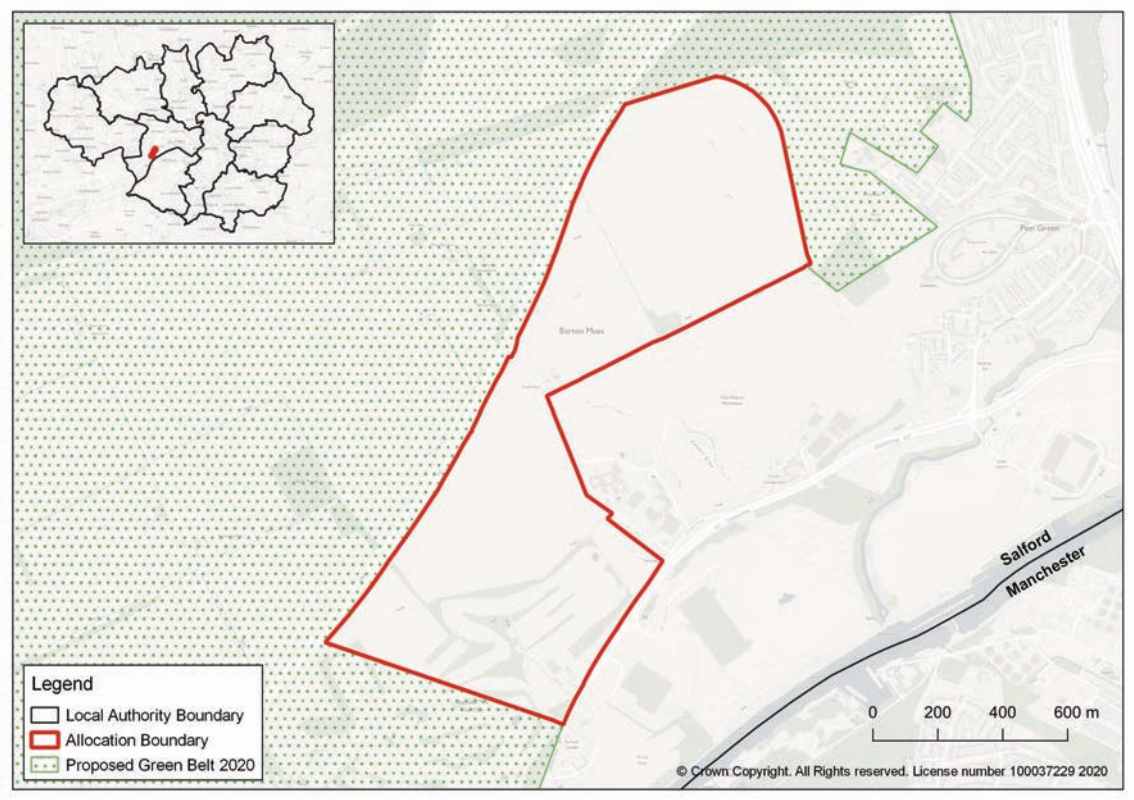
11.276 For any planning applications within the boundary of the allocation involving 50 or more dwellings, a project specific Habitats Regulations Assessment will be required given that such developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.

11.277 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.

Port Salford Extension

Policy GM Allocation 30

Port Salford Extension



Picture 11.42 GMA 30 Port Salford Extension

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 but also incorporating high quality manufacturing floorspace.

Development of this site will be required to:

1. Be in accordance with a masterplan/framework or Supplementary Planning Document (SPD) that has been developed in consultation with the local community and other stakeholders, and is considered acceptable by the city council, or in the case of an SPD adopted by the city council;

2. Involve high levels of community engagement, including through regular liaison meetings convened by the landowner and/or developers;

3. 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;

4. 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;

5. Deliver necessary highway improvements of a strategic and local nature to cater for the additional traffic created by the expansion of Port Salford in a way that is compatible with any proposals for the enhancement of the wider motorway network and ensures the safe and efficient operation of the local road network;

6. Provide 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;

7. Maximise 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;

8. Protect the full functioning and operational safety of Barton Aerodrome;

9. Conserve and where appropriate enhance, the significance of surrounding designated and non-designated heritage assets, including by:

    i. Designing and landscaping the development to minimise any adverse impacts on the setting of Barton Aerodrome and the listed buildings within it; and

    ii. Where harm to Barton Aerodrome and any heritage asset within it is justified, opportunities shall be sought to better reveal the significance of the heritage asset, securing repairs to them, improving public access to them and/or providing publicly accessible information about them.

10. Justify and provide full compensation for the loss of the golf course in accordance with paragraph 97 of the NPPF (February 2019) or any subsequent revision of national planning policy;

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), achieve a minimum 10% net gain in biodiversity and mitigate the environmental impacts of development including noise;

12. Support the objectives for the Great Manchester Wetlands Nature Improvement Area and avoid harm to protected species;

13. Be supported by breeding and winter bird surveys to understand and minimise any adverse impact on bird species in this area. Surveys of potential compensation areas should also be undertaken to demonstrate that displacement is possible into the wider landscape;

14. Protect and enhance surrounding habitats, including the Foxhill Glen Site of Biological Importance;

15. Be supported by a project specific Habitats Regulation Assessment for any planning applications involving a floorspace of 1,000 sqm and above;

16. Mitigate the risk of surface water and groundwater flood risk, incorporating green sustainable drainage systems as part of the landscaping of the site;

17. Minimise the loss of the carbon storage function of the peat and avoid any adverse impacts on the hydrology of surrounding areas of peat/mossland, whilst ensuring that there is no potential for future problems of land stability or subsidence;

18. Protect the quality of watercourses through and around the site;

19. 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;

20. Implement an agreed strategy for dealing with its local air quality impacts;

21. Give positive consideration to the incorporation of renewable and low carbon energy infrastructure, including the potential for solar panels on buildings; and

22. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.

11.278 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.

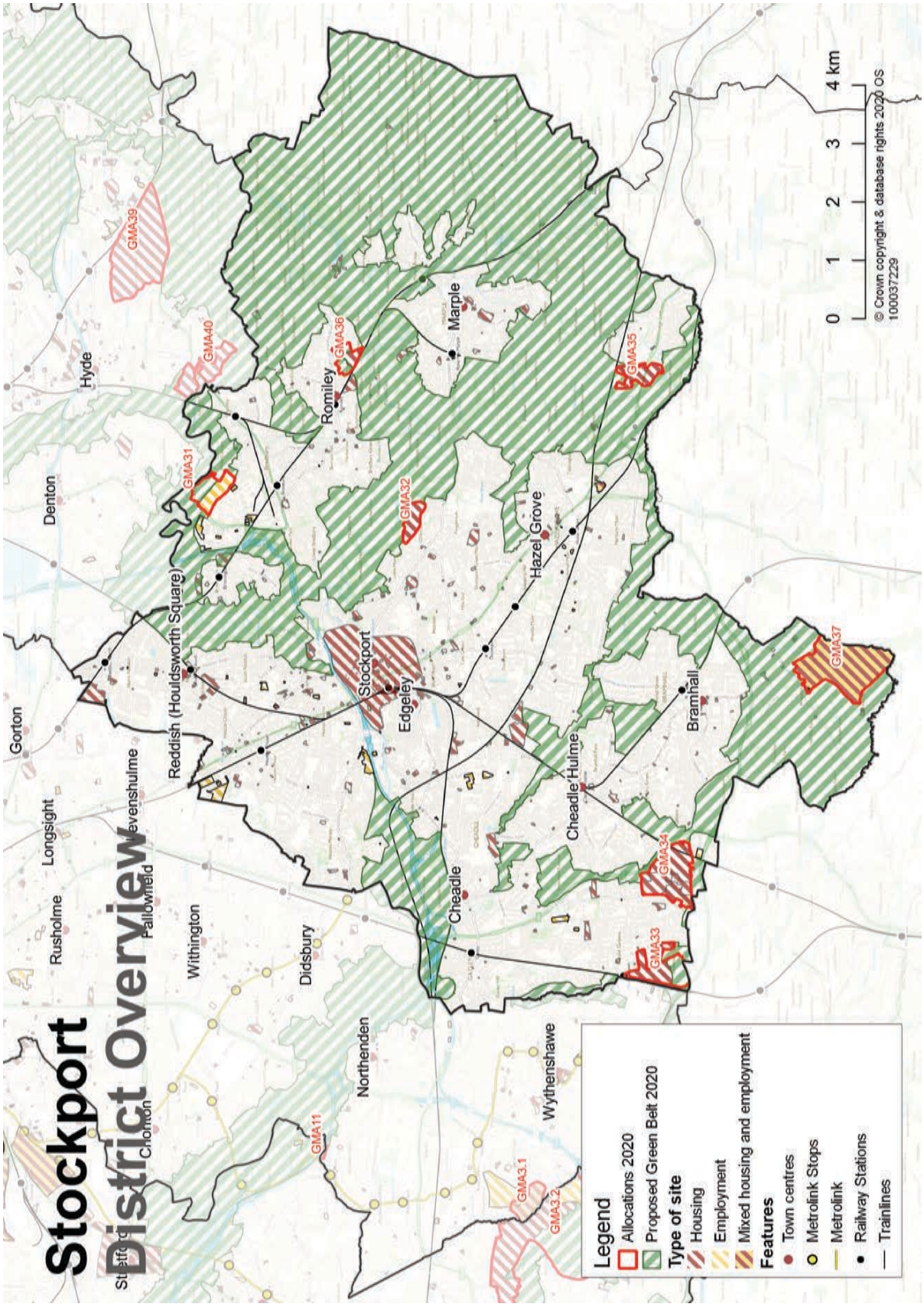
11.279 One of the key attributes of Port Salford is its potential to remove freight from roads and move it more sustainably by rail and water, and it will be vital that any development of the site takes advantage of this by utilising the infrastructure delivered as part of the permitted scheme. Nevertheless, 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 Highways England, 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.

11.280 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.

11.281 Barton Aerodrome (City Airport and Heliport) 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.

11.282 The priority for any off-site nature conservation enhancements required to deliver a minimum 10% net gain in biodiversity from the development of the site is likely to include the enhancement of Foxhill Glen Site of Biological Importance, ecological enhancements to remaining areas of Green Belt to the site's south western and north eastern boundaries and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north. Wider ecological surveys, including water vole, brown hare, great crested newts and birds, will be required prior to any development. For any planning applications within the boundary of the allocation involving a floorspace of over 1,000 sqm, a project specific Habitats Regulations Assessment will be required given that such developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.

11.283 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.

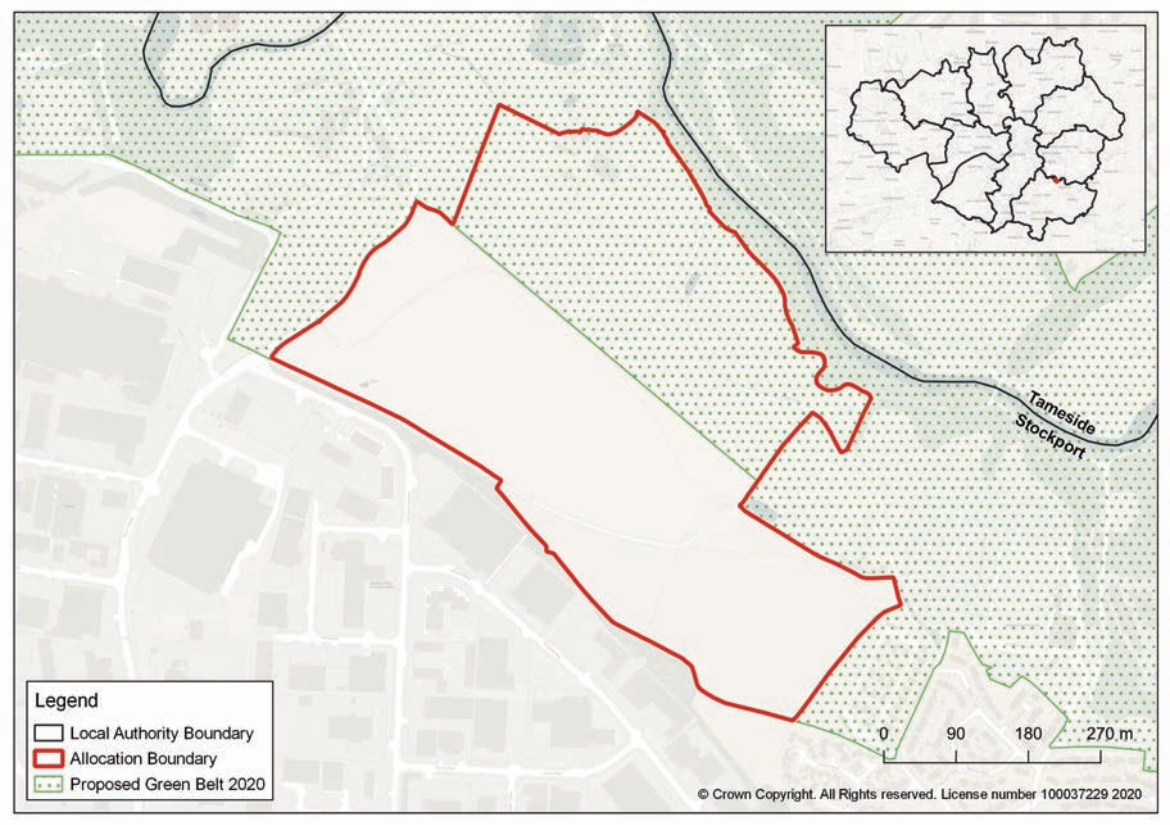


Picture 11.43 Stockport District Overview

Bredbury Park Extension

Policy GM Allocation 31

Bredbury Park Extension



Picture 11.44 GMA 31 Bredbury Park Extension

The development of the site will be required to:

1. Deliver around 60,000 sqm of B2 (Industry) and B8 (Warehouse) floorspace with a range of unit sizes;
2. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development;
3. Secure an appropriate proportion of training and employment opportunities at all stages of the development for local people, including a Training and Employment Management Plan to be approved by the local authority;
4. Provide main vehicular access to the site via Bredbury Parkway;
5. Fully mitigate the development traffic impact on the A6017 Ashton Road and the M60 Junction 25 including increased use of the northbound on slip by HGV traffic;

6. Provide appropriate pedestrian, cycle and public transport access to the site from surrounding residential areas including an improved link from Brinnington over the M60;
7. Provide pedestrian and cycle access within the site and linkages to Stockport Sports Village as well as improved cycling and walking links to adjacent local communities in Stockport and Tameside;
8. Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport along with direct and high quality pedestrian and cycle routes in the area;
9. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan;
10. Ensure boundary treatments reflect local characteristics and include the planting of a new generation of mature native hedgerows and trees;
11. Include the creation of a retained Green Belt buffer zone that will manage the transition, minimise the impact on the Tame Valley and safeguard views creating strong defensible boundaries at the edge of the developable area and the new Green Belt boundary;
12. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce scenic quality and distinctiveness particularly of the Tame Valley;
13. Protect and enhance biodiversity interests, securing opportunities to achieve biodiversity net gains in line with Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity'; both within Stockport and neighbouring areas;
14. Be designed to minimise any adverse impacts on the remaining Green Belt, including a comprehensive and high quality landscaping scheme (minimising tree loss and mitigating for any unavoidable loss of trees with significant levels of mature tree planting), provision of a wildlife corridor linking land to the north and east of the site with the existing wildlife corridor at the southern boundary and a detailed scheme for external illumination at the site which shows how light pollution will be controlled;
15. Remediate the former landfill under part of the site to ensure that the development is safe for future occupants and to avoid any associated environmental and health risks to adjoining areas;
16. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable urban drainage systems, mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring there are no negative impacts on the water quality of the surrounding watercourses; and
17. Protect and enhance heritage and archaeological assets and their setting within the surrounding area including the Grade II listed buildings, Castle Hill Farmhouse, Arden Hall and Arden Hall Barn.

11.284 The land forms an extension to the existing successful employment area, providing an ideal site for the sort of large scale units which market demand indicates are required in Stockport and which no other sites currently offer. This provides the opportunity to deliver much needed jobs in the locality and to build upon the success of the nearby existing employment area,

taking advantage of the benefits of employment conglomeration. The site is closely located to areas of deprivation in Stockport and Tameside and, with the appropriate training and employment opportunities, development will help to deliver jobs that will help to address deprivation issues.

11.285 The site is located close to Junction 25 of the M60, providing excellent access to the motorway network.

11.286 The site is within the Tame Valley and Brinnington East Landscape Character Area. In addressing the impact on landscape characteristics, specific regard should be had to the Stockport Landscape Character Assessment and Landscape Sensitivity study, Greater Manchester and National Character Area Opportunity statement.

11.287 The site provides natural and defensible boundaries with the impact on the local area to be mitigated by appropriate landscaping.

11.288 There are existing traffic congestion issues around the Stockport Sports Village, to the south-east of the site, caused by the provision of only one access road into and out of the area via Mill Lane onto the A560. This allocation provides the opportunity to deliver an alternative route to and from the Sport Village, alleviating the significant issues which affect residents in that area.

11.289 There are a number of other allocations within relatively close proximity of the allocation which are likely to impact on the Local Road Network. Therefore, the transport impacts of the allocation need to be considered cumulatively with Policy GM Allocation 36 'Hyde Bank Meadows / Oak Wood Hall', plus the three GMSF allocations within Tameside; Policy GM Allocation 38 'Ashton Moss West', Policy GM Allocation 39 'Godley Green Garden Village', and Policy GM Allocation 40 'South of Hyde'. A number of transport interventions will help to mitigate the impact on roads in the vicinity of the allocation, within both Stockport and Tameside.

11.290 An assessment of the transport implications and impacts of the proposed development along with potential interventions to mitigate them is set out in the Localities Assessment for this allocation. Development proposals should reflect those findings in order to ensure that impacts are kept to an acceptable level.

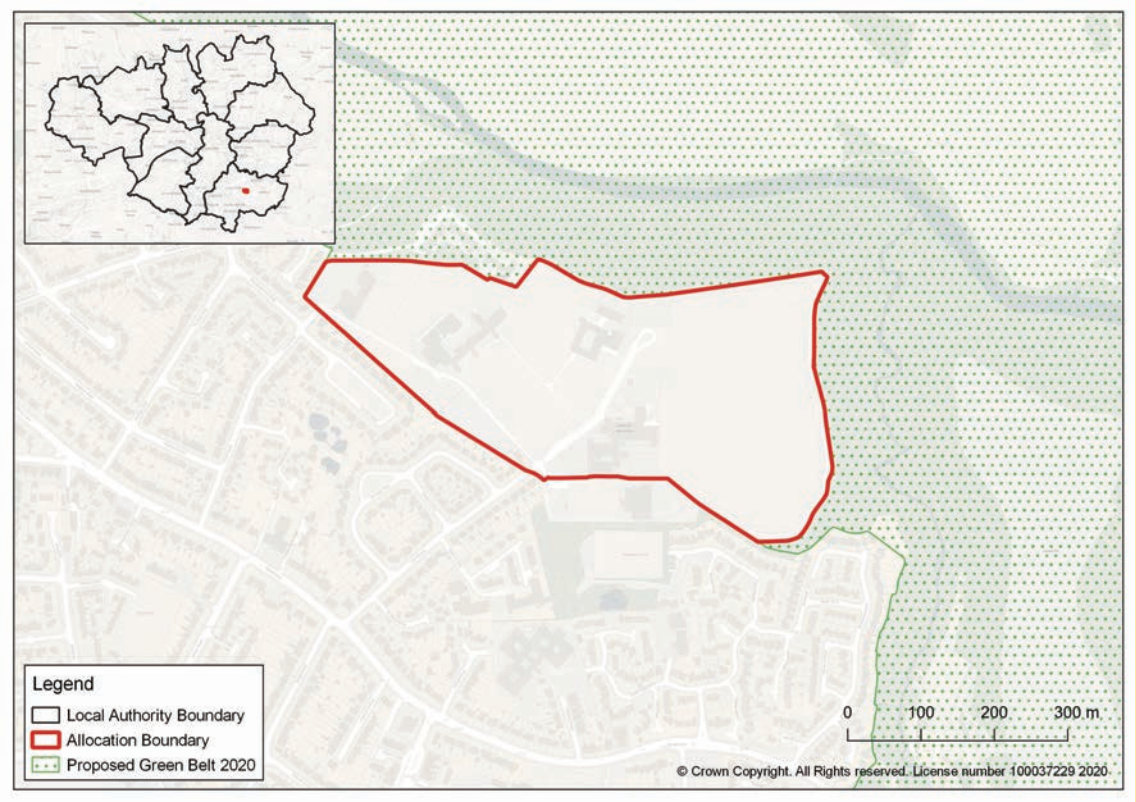
11.291 Suitable design and delivery of appropriate measures will ensure development takes account of the climate and ecological emergencies by addressing the requirements of all relevant thematic policies in GMSF.

11.292 Castle Hill Farmhouse, Arden Hall and Arden Hall Barn are Grade II Listed Buildings sited to the west of the allocation. There are a number of other non-designated heritage assets both within and in close proximity to the allocation. Any development of the allocation will be required to respect the setting of these heritage assets and capitalise on opportunities to draw on the contribution that they make to the character of the area. The completion of a Heritage Impact Assessment will be required.

Former Offerton High School

Policy GM Allocation 32

Former Offerton High School



Picture 11.45 GMA 32 Former Offerton High School

The development of this site will be required to:

1. Deliver around 185 homes on the site;
2. Make provision of a minimum of 20% affordable housing on site, providing a range of housing types, including older persons' affordable accommodation and an appropriate level of wheelchair user dwellings;
3. Make provision for at least 5 custom/self-build plots within the site;
4. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development;
5. Provide vehicular and pedestrian access points to the site from The Fairway and from Curzon Road, including provision of suitable junction improvements;
6. Provide comprehensive traffic calming on estate roads between the site and Marple Road to mitigate traffic impact;

7. Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport along with direct and high quality pedestrian and cycle routes in the area;
8. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan;
9. Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site;
10. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
11. Be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries at the edge of strategic allocations and the new Green Belt boundary;
12. Ensure boundary treatments reflect local characteristics and include the planting of a new generation of mature native hedgerows and trees;
13. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce scenic quality and distinctiveness;
14. Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within and between the Goyt Valley section of the ecological corridor. This could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity';
15. Make an appropriate contribution towards the provision of new community facilities in the Offerton area;
16. Provide additional SEND places in a new building on the site through expansion of the existing Lisburne School;
17. Contribute towards the provision of additional school places and health provision generated by the development; and
18. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.

11.293 The site allocation totals 16.9 hectares and comprises the Dialstone Recreation Centre and the former Offerton High School to the west of the site.

11.294 The east of site contains education facilities to be retained with the remainder of the site to be redeveloped for residential purposes.

11.295 It is located at the edge of the existing built up area and comprises a significant element of previously-developed land, as well as enjoying good connectivity to the Offerton area. The site is to the south of the Goyt Valley which presents a defensible amended Green Belt boundary.

11.296 The site is within the Goyt Valley Landscape Character Area. In addressing the impact on landscape characteristics, specific regard should be had to the Stockport Landscape Character Assessment and Landscape Sensitivity study, Greater Manchester and National Character Area Opportunity statement.

11.297 This forms part of a wider regeneration strategy in which the site will be brought forward in conjunction with the land at Blackstone Road Open Space as part of an ongoing regeneration strategy for the Offerton area, which will help to deliver a range of housing (around an additional 65 dwellings), a new leisure centre to address local need and community facilities (including, but not necessarily limited to, a library and health facilities).

11.298 The redevelopment of this site and the site at Blackstone Fields provides not only the opportunity to deliver new housing, but will also enable a replacement SEND school and community facilities to be provided, as well as providing opportunities for enhancing access and making improvements to the Green Belt.

11.299 Suitable design and delivery of appropriate measures will ensure development takes account of the climate and ecological emergencies by addressing the requirements of all relevant thematic policies in GMSF.

11.300 The provision of affordable housing in this area will help to address the significant shortfall of such dwellings in this area of Stockport.

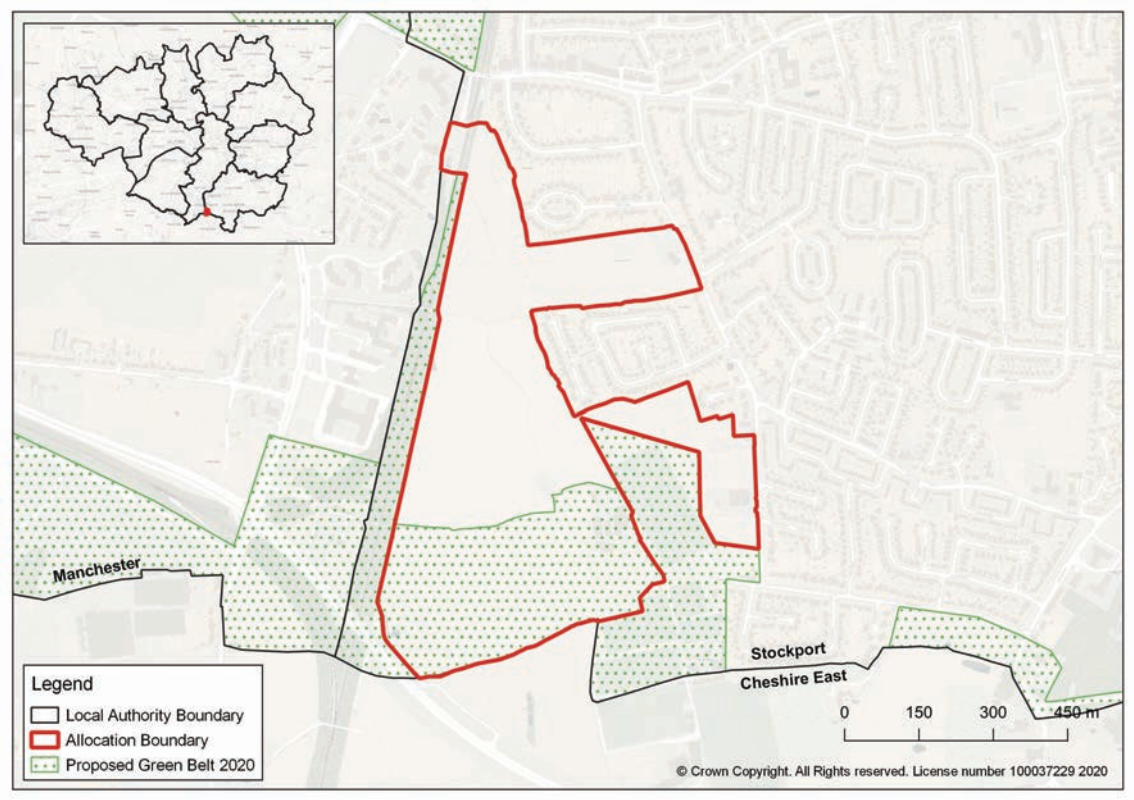
11.301 An assessment of the transport implications and impacts of the proposed development along with potential interventions to mitigate them is set out in the Localities Assessment for this allocation. Development proposals should reflect those findings in order to ensure that impacts are kept to an acceptable level.

11.302 Open space should be provided, with reference to latest information available and local plan policies as the minimum requirement for the site.

Heald Green 1 (West)

Policy GM Allocation 33

Heald Green 1 (West)



Picture 11.46 GMA 33 Heald Green 1 (West)

Development of the site will be required to:

1. Deliver around 850 homes on the site, with a mix of housing types, and with higher densities towards the north and west of the site, particularly in proximity to Heald Green station;
2. Make provision of a minimum of 30% affordable housing on site and across a range of housing types, including provision for all age affordable accommodation;
3. Make provision for at least 9 custom/self-build plots within the site;
4. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development;
5. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;

6. Provide vehicular and pedestrian access points to the site from Outwood Road, with emergency access and cycling and walking access provided to the north of the site via Finney Lane;
7. Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, along with direct and high quality pedestrian and cycle routes in the area;
8. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan;
9. Ensure boundary treatments reflect local characteristics and include the planting of a new generation of mature hedgerows and trees;
10. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce scenic quality and distinctiveness;
11. Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within the site. This could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity';
12. Be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
13. Significantly enhance the value of existing community facilities within the allocation, meeting the needs of existing and new residents of the area, including providing a new or improved community hall alongside appropriate community open space;
14. Make provision for high quality, suitable and publicly accessible open space and green infrastructure within the site;
15. Provide high quality, new and enhanced playing pitches, with suitable changing room facilities and parking, to replace those lost to development;
16. Make provision for allotments and/or a community orchard to the south of the residential development area;
17. Accommodate and contribute to the delivery of a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site, including stops, either segregated from or with priority over other road users;
18. Suitable mitigation measures to be made on all dwellings and other buildings in the development to address the impact of noise pollution resulting from flights to and from Manchester Airport. Development should ensure there will be no adverse effects on the operational integrity or safety of Manchester Airport;
19. Make provision for a new cycle and footpaths to connect with the existing local network (including the Heald Green Station), within and outwith the site, including the provision of routes out of and into the site from the all directions ensuring integration with existing local area;
20. Contribute towards additional health provision needs generated by the development;

21. Contribute as appropriate towards the provision of additional school places at Bolshaw Primary School (which is located within the allocation) together with financial contributions for offsite provision to meet needs generated by the development;
22. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies; and
23. Protect and enhance heritage and archaeological assets and their setting within the surrounding area.

11.303 The site is very well located, close to Heald Green railway station and the centre of Heald Green, as well as the significant employment centre at and around Manchester Airport, making this a very accessible site within the Green Belt.

11.304 The site is well connected to Manchester Airport through walking, cycling and rail, and to the wider area via road and rail and these routes should be protected and enhanced. The site's connectivity will further be enhanced by the proposed Bus Rapid Transit (BRT) route through the site, linking the Airport and Hazel Grove via a number of other housing and employment areas.

11.305 An assessment of the transport implications and impacts of the proposed development along with potential interventions to mitigate them is set out in the Localities Assessment for this allocation. Development proposals should reflect those findings in order to ensure that impacts are kept to an acceptable level.

11.306 The site is relatively flat and provides the opportunity to deliver higher density residential development around the railway station area. In addition, the site provides the opportunity to deliver much-needed all-age accommodation, as identified in the most recent Housing Needs Assessment and as promoted in the Council's "All Age Living Prospectus – Healthy, Happy, Homes".

11.307 The railway station links to both the nearby airport and to the city centre providing good access to significant numbers of jobs for new residents.

11.308 Existing local schools will need to be expanded to respond to the increasing educational demands in the area.

11.309 Access into the site for the majority of vehicular traffic will be via Outwood Road and this provides the opportunity to provide improved community facilities within the site.

11.310 The provision of a SUDS specific design provides the opportunity to address concerns over surface water flooding in the area.

11.311 The proximity of the site to airport means that the buildings on site will be required to be suitably designed and constructed to minimise the impact of aircraft noise on residents and those using other buildings on site, as well as safeguarding aircraft safety.

11.312 The provision of affordable housing in this area is vital to help address the significant shortfall of affordable housing provision, which exists within Stockport, particularly in this area. This includes the opportunity to deliver suitable residences that will accommodate the growing need for all-age properties to address the needs of an aging population in Stockport, as promoted in the Council's "All Age Living Prospectus – Healthy, Happy, Homes".

11.313 Suitable design and delivery of appropriate measures will ensure development takes account of the climate and ecological emergencies by addressing the requirements of all relevant thematic policies in GMSF.

11.314 There are existing pitches that lie within the development area of the site to be removed from the Green Belt. Along with suitable open space provision within the site new pitches and supporting facilities will be provided in land to be retained as Green Belt. Alongside these new allotments or other community open space can be provided. Both this and the improved pitch provision will be of benefit to both new and existing residents of the local area.

11.315 The site is within the Heald Green Fringe Landscape Character Area. In addressing the impact on landscape characteristics, specific regard should be had to the Stockport Landscape Character Assessment and Landscape Sensitivity study, Greater Manchester and National Character Area Opportunity statement.

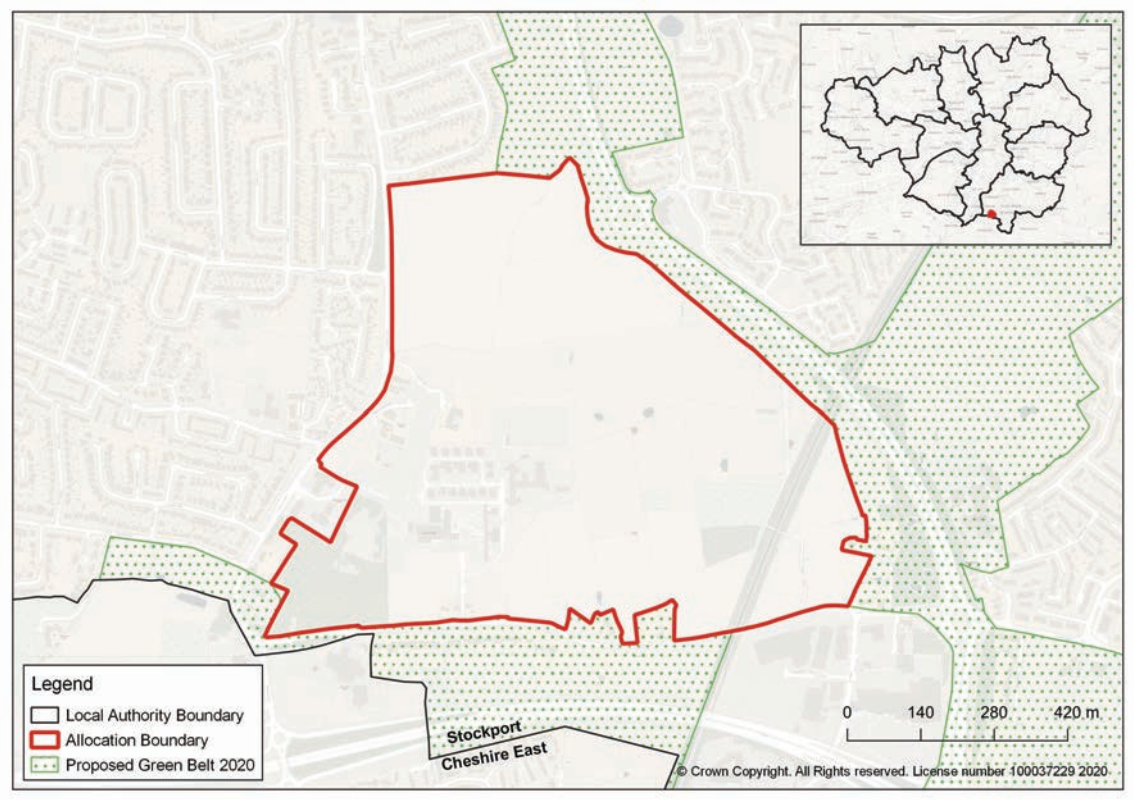
11.316 There are a number of non-designated heritage assets within the allocation. Any development of the allocation will be required to respect the setting of these heritage assets and capitalise on opportunities to draw on the contribution that they make to the character of the area. The completion of a Heritage Impact Assessment will be required.

11.317 Open space should be provided, with reference to latest information available and local plan policies as the minimum requirement for the site.

Heald Green 2 (East)

Policy GM Allocation 34

Heald Green 2 (East)



Picture 11.47 GMA 34 Heald Green 2 (East)

Development of the site will be required to:

1. Deliver around 850 homes on the site, including higher densities around the proposed transport hub on the site. This figure includes the 325 units already granted permission on the land owned by the Seashell Trust;
2. Make provision of a minimum of 30% affordable housing on site and across a range of housing types, including provision for older persons' affordable accommodation;
3. Make provision for at least 7 custom/self-build plots within the site;
4. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development, including the existing permissioned element;
5. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;

6. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan;
7. Make provision for upgraded cycle and footpaths within the site and new cycle and footpaths to connect with the existing local network;
8. Accommodate and contribute to the delivery of a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site, including stops, either segregated from or with priority over other road users;
9. Enable the delivery of a new railway station at Stanley Green, to be agreed with Network Rail and other appropriate bodies, alongside appropriate park and ride provision to function as a transport interchange between road, rail and bus rapid transit and ensure its delivery to serve the future residential development within an early phase as identified by the approved masterplan;
10. Provide ancillary retail and other appropriate uses to serve users of the new transport interchange;
11. Provide access points from a new high standard link between the A34 Eden Point roundabout to the east and to Wilmslow Road to the west. Access also to be provided to the south of the site with regard being given to the need for alternatives to the current substandard Stanley Road railway bridge;
12. Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, along with direct and high quality pedestrian and cycle routes in the area;
13. Protect and enhance biodiversity interests, securing opportunities to achieve biodiversity net gains in line with Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity';
14. Designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries at the edge of strategic allocations and the new Green Belt boundary;
15. Ensure boundary treatments reflect local characteristics and include the planting of a new generation of mature hedgerows and trees within the site;
16. Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site;
17. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce scenic quality and distinctiveness;
18. Be designed to mitigate the impact of poor air quality to within acceptable limits, taking into account the Air Quality Management Area off the A34 and any potential future Clean Air Zone. An air quality impact assessment will be required in accordance with the Institute of Air Quality Management (IAQM). Future development will be expected to adopt mitigation principles as laid out in the IAQM guidance for 'Planning for Air Quality' and Policy GM-S 6 'Clean Air';
19. Contribute towards the provision of additional school places and health provision generated by the development;

20. Make an appropriate contribution towards the provision of new community facilities in the local area;
21. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable urban drainage systems, mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring there are no negative impacts on the water quality of the surrounding watercourses; and
22. Protect and enhance heritage and archaeological assets and their setting within the surrounding area including the Grade II listed structures Griffin Farm and Stanley Hall Farm.

11.318 This relatively flat site has good connectivity sitting adjacent to the A34, providing the opportunity to deliver transport solutions to the area by way of a transport hub based around a new railway station within the site. Land within the site already benefits from a permission for 325 units related to the Seashell Trust.

11.319 It is acknowledged that the A34 and surrounding roads already suffer from significant levels of congestion and resulting poor air quality. The provision of a new station within the site could help to address this.

11.320 The provision of a new rail station, combined with a park and ride scheme and the introduction of a bus rapid transit system through the site would encourage fewer people to travel by car along the A34, thus helping to reduce traffic congestion along that route and at junctions associated with it. Local transport modelling will be required to assess the residual impact on the A34 and to identify ways to mitigate this as part of the development.

11.321 An assessment of the transport implications and impacts of the proposed development along with potential interventions to mitigate them is set out in the Localities Assessment for this allocation. Development proposals should reflect those findings in order to ensure that impacts are kept to an acceptable level.

11.322 Suitable design and delivery of appropriate measures will ensure development takes account of the climate and ecological emergencies by addressing the requirements of all relevant thematic policies in GMSF.

11.323 The site is within the Heald Green Fringe Landscape Character Area. In addressing the impact on landscape characteristics, specific regard should be had to the Stockport Landscape Character Assessment and Landscape Sensitivity study, Greater Manchester and National Character Area Opportunity statement.

11.324 The provision of affordable housing in this area is vital to help address the significant shortfall of affordable housing provision that exists within Stockport, particularly in this area.

11.325 The Grade II listed building Griffin Farm is located within the allocation whilst the similarly listed Stanley Hall Farm is located close to its southern boundary. There are a number of other non-designated heritage assets both within and in close proximity to the allocation.

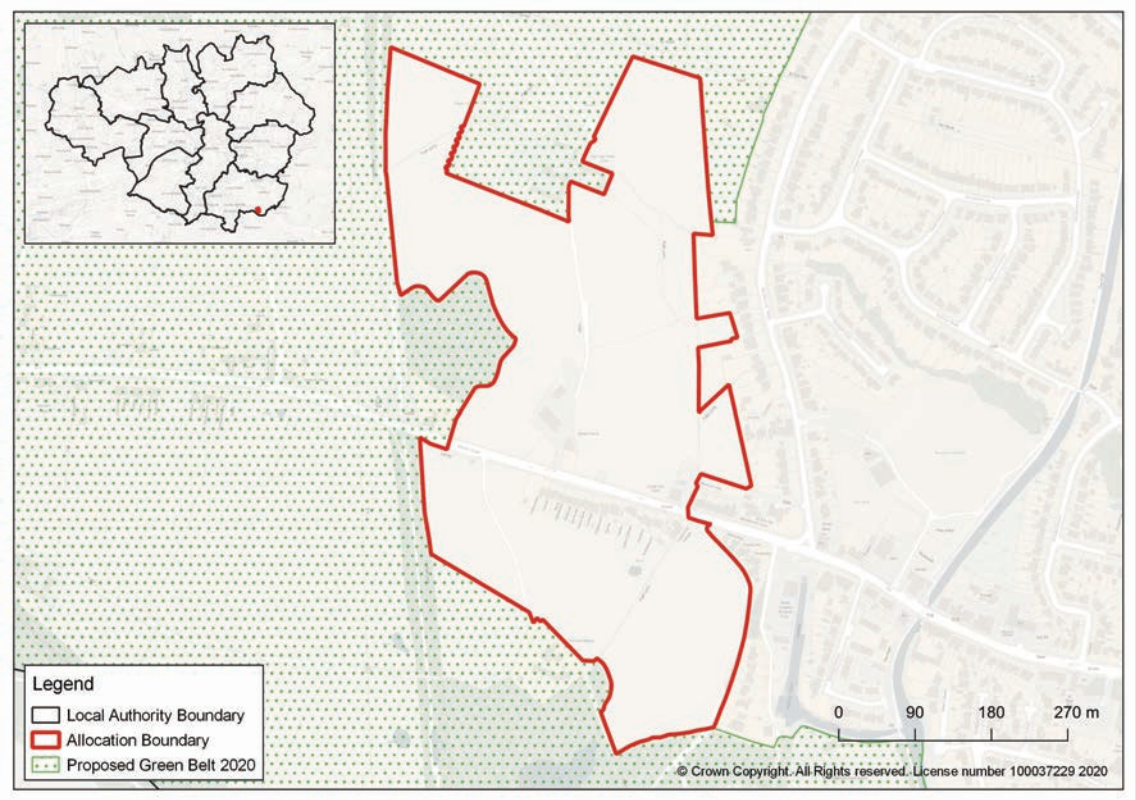
Any development of the allocation will be required to respect the setting of these heritage assets and capitalise on opportunities to draw on the contribution that they make to the character of the area. The completion of a Heritage Impact Assessment will be required.

11.326 Open space should be provided, with reference to latest information available and local plan policies as the minimum requirement for the site.

High Lane

Policy GM Allocation 35

High Lane



Picture 11.48 GMA 35 High Lane

Development of the site will be required to:

1. Deliver around 500 homes on the site of which a minimum of 150 shall be for older persons, delivered as all-age accommodation;
2. Make provision of a minimum of 30% affordable housing on site and across a range of housing types, including provision for all age affordable accommodation;
3. Make provision for at least 7 custom/self-build plots within the site;

4. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development;
5. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
6. Provide suitable access points from the A6 to the areas north and south of that road;
7. Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport along with direct and highly quality pedestrian and cycle routes in the area. This will include contributions to high quality bus waiting facilities on the A6 and to possible development of a new railway station at High Lane, to be agreed with Network Rail and other appropriate bodies;
8. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan;
9. Contribute towards the provision of additional school places and health provision generated by the development;
10. Make an appropriate contribution towards the provision of new community facilities in the High Lane area;
11. Make provision for suitable and publicly accessible open space and green infrastructure within the site;
12. Make provision for new cycle and footpaths to connect with the existing local network, including routes to/from the Middlewood Way, ensuring that existing routes within and across the site are retained;
13. Be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
14. Ensure boundary treatments reflect local characteristics and include the planting of a new generation of mature native hedgerows and trees;
15. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce scenic quality and distinctiveness;
16. Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within the site. This could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity';
17. Promote and protect important views into Cheshire East including Lyme Park;
18. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring

potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies; and

19. Protect and enhance heritage and archaeological assets and their setting within the surrounding area including the Grade II listed structures Marsden House, Mile Post at the junction of Buxton Road and Middlewood Road, Macclesfield Canal Bridges Nos. 11 and 12 and the Macclesfield Canal Conservation Area.

11.327 The site is close to the existing centre of High Lane and lies adjacent to that settlement, providing good access to a variety of local services.

11.328 The site provides a number of defensible boundaries to protect from further encroachment into the Green Belt. Open space should be provided, with reference to latest information available and local plan policies as the minimum requirement for the site.

11.329 The site is within the Ladybrook Valley and Hazel Grove High Lane Landscape Character Areas. In addressing the impact on landscape characteristics, specific regard should be had to the Stockport Landscape Character Assessment and Landscape Sensitivity study, Greater Manchester and National Character Area Opportunity statement.

11.330 The site provides an excellent opportunity to meet much-needed all-age accommodation, as identified in the most recent Housing Needs Assessment for the area and as promoted in the Council's "All Living Age Prospectus - Healthy, Happy, Homes". The lack of provision of housing and care for the elderly in this area can be addressed by delivering housing focused on that need, alongside the delivery of specific elderly care provision elsewhere. This can be delivered alongside other market and affordable housing to enable a sustainable mixed-use community to develop.

11.331 The provision of affordable housing in this area is vital to help address the significant shortfall of affordable housing provision that exists within Stockport, particularly in this area and all-age accommodation.

11.332 An assessment of the transport implications and impacts of the proposed development along with potential interventions to mitigate them is set out in the Localities Assessment for this allocation. Development proposals should reflect those findings in order to ensure that impacts are kept to an acceptable level.

11.333 Suitable design and delivery of appropriate measures will ensure development takes account of the climate and ecological emergencies by addressing the requirements of all relevant thematic policies in GMSF.

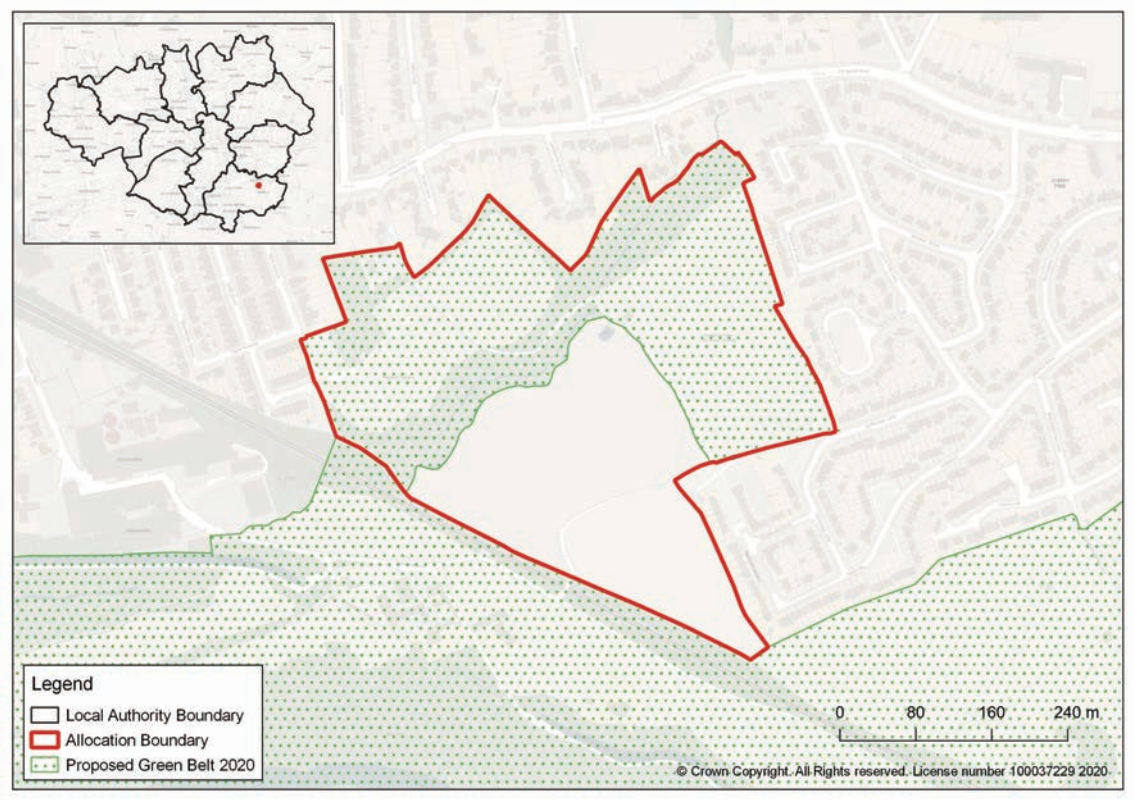
11.334 The Grade II listed structures Marsden House, Mile Post at the junction of Buxton Road and Middlewood Road, Macclesfield Canal Bridges Nos. 11 and 12 and the Macclesfield Canal Conservation Area are heritage assets located close to the allocation boundary. There are a number of other Locally Listed and non-designated heritage assets both within and in close proximity to the allocation. Any development of the allocation will be required to respect the

setting of these heritage assets and capitalise on opportunities to draw on the contribution that they make to the character of the area. The completion of a Heritage Impact Assessment will be required.

Hyde Bank Meadows

Policy GM Allocation 36

Hyde Bank Meadows / Oak Wood Hall



Picture 11.49 GMA 36 Hyde Bank Meadows

Development of this site will be required to

1. Deliver around 250 homes on the site, providing an appropriate mix and range of housing types;
2. Make provision of a minimum of 30% affordable housing on site and across a range of housing types, including provision for older persons' affordable accommodation;
3. Make provision for at least 3 custom/self-build plots within the site;
4. Be preceded by a comprehensive masterplanning exercise agreed by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development;
5. Provide suitable vehicle access to the site from Gotherage Lane;

6. Provide comprehensive traffic calming on the Cherry Tree estate to mitigate additional traffic movement;
7. Provide additional improvement to the Cherry Tree Lane/Compstall Road junction to mitigate additional traffic movement;
8. Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, along with, direct and high quality pedestrian and cycle routes in the area, including Compstall Road, utilising and improving the existing pedestrian link from Tangshutt Fields;
9. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan;
10. Ensure a high quality of design, creating a visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
11. Improve the existing playing fields within the site through improved drainage and layout of pitches and the provision of suitable changing facilities;
12. In addition to improvements to pitches, improvements should be made to the existing play area to the south of the pitches in agreement;
13. Make improvements to the allotments and woodland area within the allocation boundary but which are to be retained within the Green Belt;
14. Link up habitats to enhance the role of the Goyt Valley as a wildlife corridor;
15. Protect and enhance biodiversity interests, securing opportunities to achieve biodiversity net gains in line with Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity';
16. Be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
17. Ensure boundary treatments reflect local characteristics and include the planting of a new generation of mature native hedgerows and trees;
18. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce scenic quality and distinctiveness;
19. Contribute towards the provision of additional school places and health provision generated by the development;
20. Make an appropriate contribution towards the provision of new community facilities in the local area;
21. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies; and
22. Protect and enhance heritage and archaeological assets and their setting within the surrounding area.

11.335 The site is located at the edge of Romiley and is well connected to the wider borough and conurbation.

11.336 The proposed allocation represents a rounding off of the existing residential area at Cherry Tree, whilst contributing towards meeting Stockport's housing need through delivery of high quality homes.

11.337 It is in close proximity to Romiley Station and the centre along Compstall Road lies within 700m to the west of the site and thus presents the opportunity to deliver much needed housing in an accessible location.

11.338 The centre and wider area at Romiley offers a broad range of community facilities and services including retail uses, health and education facilities, food and drink establishments and Romiley Lifecentre, with Life Leisure Romiley slightly further to the west.

11.339 An assessment of the transport implications and impacts of the proposed development along with interventions to mitigate are set out in the Localities Assessment for this allocation. Development proposals should reflect those findings in order to ensure that impacts are kept to an acceptable level.

11.340 The retention and improvement of pedestrian and cycle access into the centre of Romiley, which is to the west of the site, will be important in order to deliver good connections to the main services and other transport links in the area, thus delivering an accessible and sustainable development.

11.341 Access from residential areas of Cherry Tree will require sensitive planning. Direct access from areas to the south of the railway is currently provided via a bridge over the railway. This is not likely to be suitable for heavy vehicle traffic, but may be developed for pedestrian and cycle access as well as emergency access.

11.342 The site allocation includes a recreation ground to the northwest and Tangshutt open fields to northeast, which functions as a Local Nature Reserve. The woodland and allotment area within the allocation boundary has suitability for Biodiversity Net Gain, with particular opportunities for wildlife refuges e.g. log piles and bat/bird boxes, additional woodland underplanting, and also to provide natural play features within the grassland. Open space should be provided, with reference to latest information available and local plan policies as the minimum requirement for the site.

11.343 There is scope for habitat creation and enhancement, delivery of SUDS, orchard creation and also enhancement of habitat connectivity through tree and scrub planting along field boundaries.

11.344 Suitable design and delivery of appropriate measures will ensure development takes account of the climate and ecological emergencies by addressing the requirements of all relevant thematic policies in GMSF.

11.345 The site is within the Goyt Valley Landscape Character Area.

11.346 In addressing the impact on landscape characteristics, specific regard should be had to the Stockport Landscape Character Assessment and Landscape Sensitivity study, Greater Manchester and National Character Area Opportunity statement.

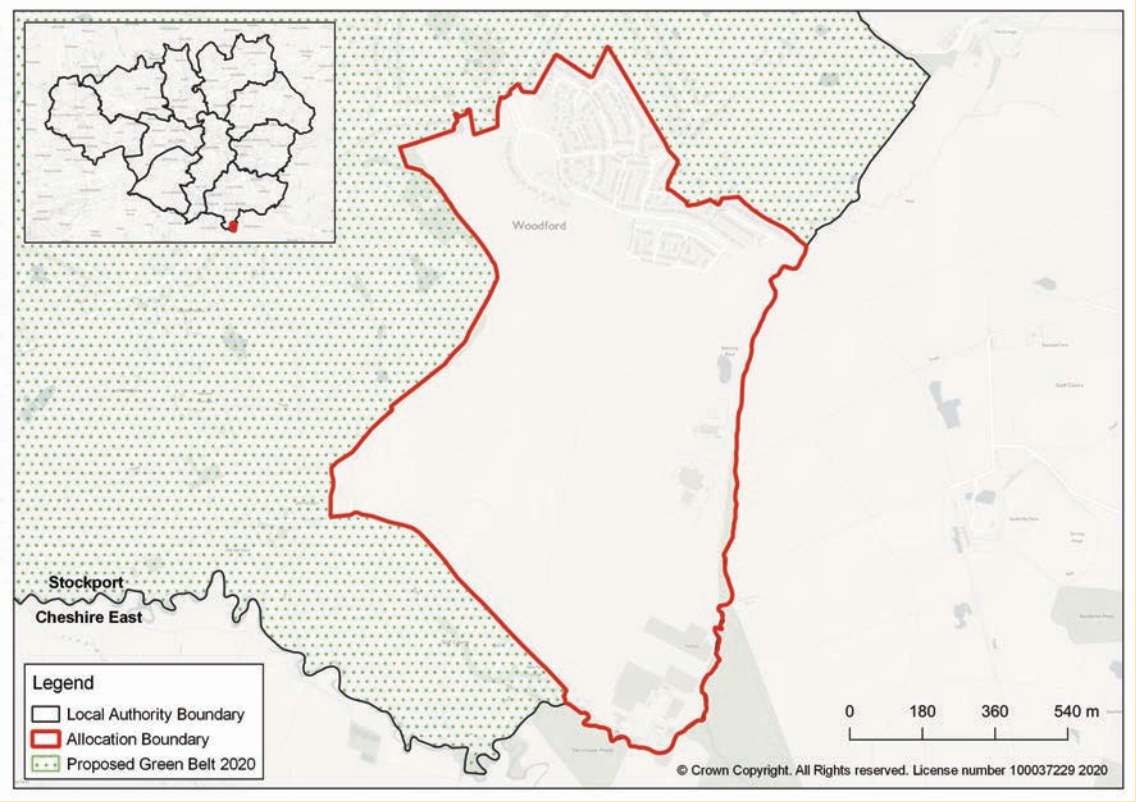
11.347 The provision of affordable dwellings in this location will help to address the ongoing issue of affordability in Stockport, in particular those areas where local average house prices exceed the borough and conurbation averages.

11.348 There are a number of non-designated heritage assets in close proximity to the allocation. Any development of the allocation will be required to respect the setting of these heritage assets and capitalise on opportunities to draw on the contribution that they make to the character of the area. The completion of a Heritage Impact Assessment will be required.

Woodford Aerodrome

Policy GM Allocation 37

Woodford Aerodrome



Picture 11.50 GMA 37 Woodford Aerodrome

Development of the site will be required to:

1. Deliver 750 homes on the site in addition to those already consented at the site;
2. Make provision of a minimum of 45% affordable housing on site and across a range of housing types, including provision for all-age affordable accommodation;
3. Make a provision for at least 11 custom/self-build plots within the site;
4. Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development;
5. Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan;
6. Make provision for upgraded cycle and footpaths within the site and new cycle and footpaths to connect with the existing local network;
7. Accommodate and contribute to the delivery of a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site, including stops, either segregated from or with priority over other road users;
8. Provide an access point to the site from the existing development at the former aerodrome site;
9. Enable within the site the provision of access to the site via a new junction from the Poynton Relief Road;
10. Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, along with direct and high quality pedestrian and cycle routes in the area;
11. Significantly enhance the value of existing community facilities within the allocation and the wider Woodford area, including through the provision of additional sporting facilities and improving or supplementing the existing Woodford War Memorial Community Centre;
12. Make provision for suitable and publicly accessible open space and green infrastructure within the site;
13. Ensure views are retained of the Peak District National Park to the south-east and east of the site;
14. Be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries between the edge of strategic allocations and the new Green Belt boundary;
15. Ensure boundary treatments reflects local characteristics and include the planting of a new generation of mature native hedgerows and trees;
16. Contribute to the area’s special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce scenic quality and distinctiveness;
17. Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within the site, this could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 9 'A Net Enhancement of Biodiversity and Geodiversity';

18. Avoid siting development on the prominent elevated slopes and ridgeline above the River Dean, which is visible both to and from locally designated landscapes in Cheshire East;
19. Ensure a high quality of design, creating visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials;
20. Contribute towards the provision of additional school places generated by the development by facilitating the provision of a further one form entry to the new primary school already proposed to be located on the wider site, together with an appropriate contribution to secondary school provision, SEND provision and health provision generated by the development;
21. Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies; and
22. Protect and enhance heritage and archaeological assets and their setting within the surrounding area including the Grade II* listed New Hall Farm House and New Hall Cottage, and the Grade II listed structures Garden Wall to North and East of New Hall Farm and New Hall Cottage, Barn to South East of New Hall Farmhouse, Old Hall Farm and Barn at Old Hall Farm.

11.349 The proposed area for removal from the Green Belt includes the land already under development under the existing permission at the former Woodford Aerodrome site. A c. 20Ha site within the proposed allocation is an extension to the existing development, helping to support improved community, health and education facilities. It also provides an opportunity to improve public transport links in the area by means of a bus rapid transit route. The route for the proposed Bus Rapid Transit will provide enhanced connectivity from Hazel Grove to Heald Green and Manchester Airport, linking from the proposed Poynton Relief Road to the east of the site through to Chester Road at the north of the site.

11.350 The site is within the Woodford Landscape Character Area. In addressing the impact on landscape characteristics, specific regard should be had to the Stockport Landscape Character Assessment and Landscape Sensitivity study, Greater Manchester and National Character Area Opportunity statement.

11.351 The provision of affordable housing in this area will help to address the significant shortfall of such dwellings in this area of Stockport. In addition, the site provides the opportunity to deliver much-needed all-age accommodation, as identified in the most recent Housing Needs Assessment and as promoted in the Council's "All Age Living Prospectus – Healthy, Happy, Homes".

11.352 The development of the Poynton Relief Road provides an opportunity to improve access to the site. However, access to the relief road will require robust testing. In the event that a route in from that direction is considered to be acceptable, contributions will be sought towards its construction.

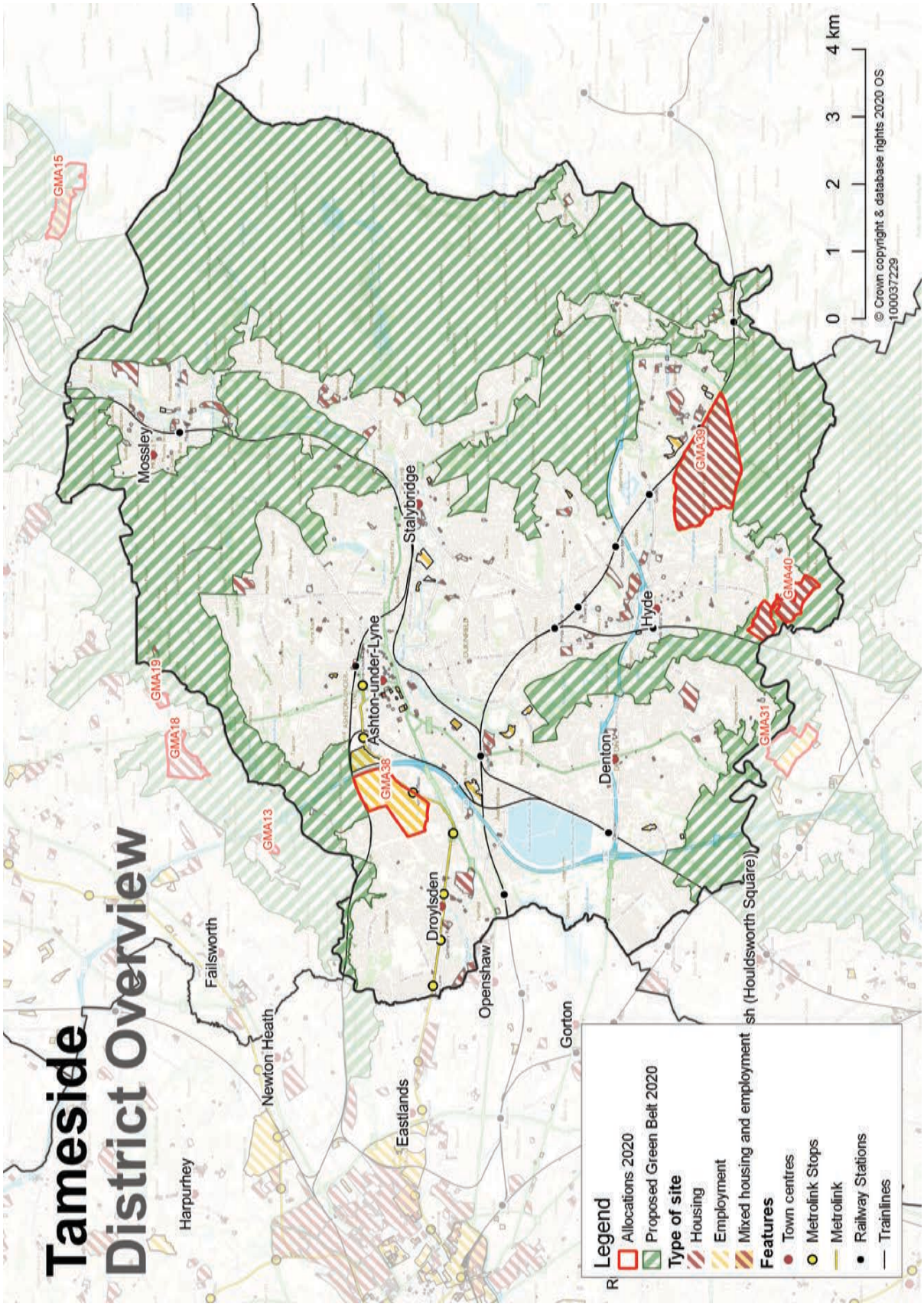
11.353 An assessment of the transport implications and impacts of the proposed development along with potential interventions to mitigate them is set out in the Localities Assessment for this allocation. Development proposals should reflect those findings in order to ensure that impacts are kept to an acceptable level.

11.354 Suitable design and delivery of appropriate measures will ensure development takes account of the climate and ecological emergencies by addressing the requirements of all relevant thematic policies in GMSF.

11.355 The site contains habitats classified as high ecological value according the Natural Environment survey completed for the emerging Woodford Neighbourhood plan, this is due to the abundance of habitat and species defined in section 41 of the NERC Act within the site.

11.356 The Grade II* listed New Hall Farm House and New Hall Cottage, and the Grade II listed structures Garden Wall to North and East of New Hall Farm and New Hall Cottage, Barn to South East of New Hall Farmhouse, Old Hall Farm and Barn at Old Hall Farm are all located in close proximity to the south-western boundary of the allocation. There are also a number of non-designated heritage assets in the same vicinity. Any development of the allocation will be required to respect the setting of these heritage assets and capitalise on opportunities to draw on the contribution that they make to the character of the area. The completion of a Heritage Impact Assessment will be required.

11.357 Open space should be provided, with reference to latest information available and local plan policies as the minimum requirement for the site.

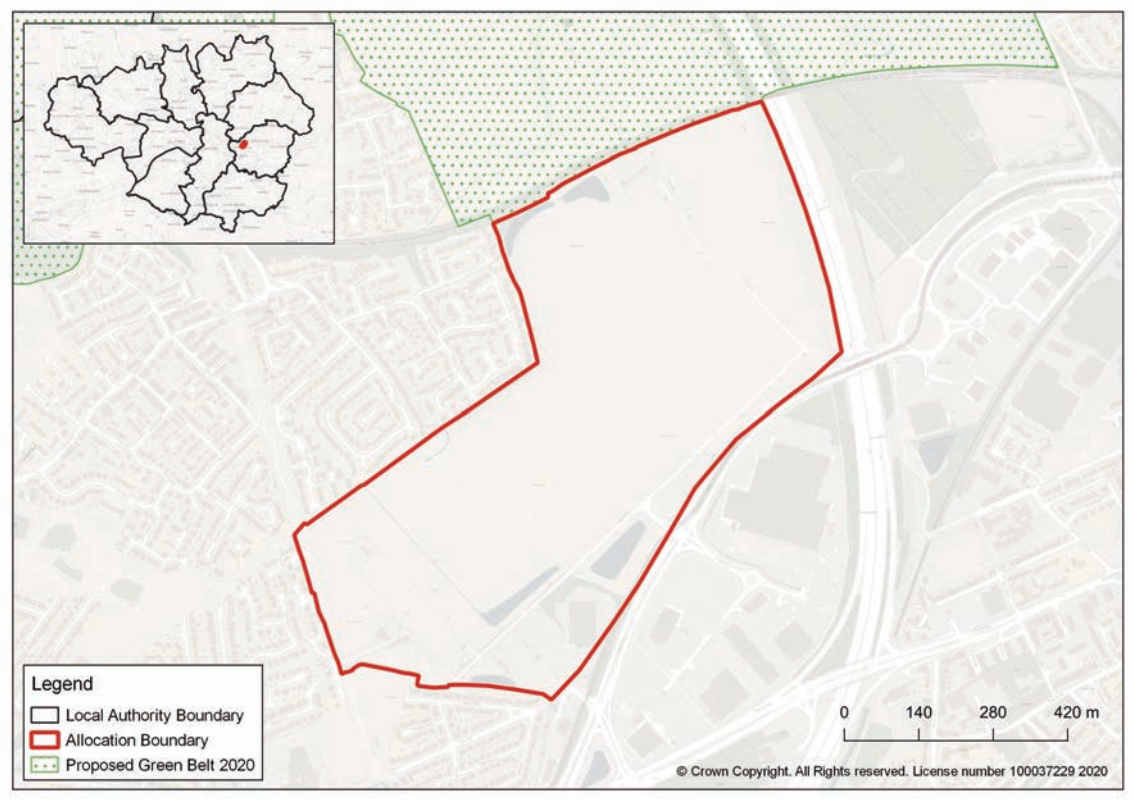


Picture 11.51 Tameside District Overview

Ashton Moss West

Policy GM Allocation 38

Ashton Moss West



Picture 11.52 GMA 38 Ashton Moss West

Development of this site will be required to:

1. Deliver around 160,000 square metres of employment floorspace, primarily within the E(g)(ii), E(g)(iii) and B2 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;

3. Be informed by a detailed earthworks and remediation strategy;

4. Be informed by an assessment of archaeology;

5. Take an integrated and co-ordinated approach to infrastructure to support the scale of the whole development;

6. Ensure that architecture is innovative and creative, while respecting and integrating into the surrounding landscape, creating a high quality and contemporary employment location;

7. Ensure the character of, and interface between, new and existing development including the setting of heritage assets and surrounding residential dwellings and gardens, are sensitively designed and acknowledged by development proposals;

8. Provide developer contributions towards transport and other infrastructure as deemed appropriate;

9. Ensure employment, education and training opportunities are available for residents within the local area both through construction phases and upon completion;

10. Provide access into the site from the A6140 Lord Sheldon Way;

11. Ensure highways are designed to accommodate access to the rail line to the northern boundary and land is set aside in that location to potentially accommodate provision for a future rail station;

12. Ensure proposals create a safe, walkable and green development;

13. Ensure active travel is promoted to be the most attractive form of local transport through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways;

14. Protect and enhance key landscape and ecological features, including trees and woodlands, watercourses and ponds;

15. Deliver a high quality public realm that incorporates street tree planting;

16. Incorporate and enhance as attractive and desirable routes existing public rights of way and the sustainable travel route along the site's western edge;

17. Be designed to enhance connectivity to existing communities in the locality alongside key assets such as schools, cycle and walking routes, public transport services and Daisy Nook Country Park; and

18. Set aside land for a range of public open spaces, such as: natural space and amenity space in accordance with the Councils most up to date Open Space Review.

11.358 Having previously been identified as part of a potential World EXPO site, Ashton Moss West represents a major opportunity for Tameside and the east of Greater Manchester to deliver approximately 160,000 square metres of high quality employment floorspace. This should primarily fall within the E(g)(ii), E(g)(iii) and B2 use classes and be aimed at delivering facilities

suitable for identified areas of economic strength and key growth sectors within Tameside and Greater Manchester: life sciences; health technologies, advanced manufacturing and materials science/fabrication.

11.359 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.

11.360 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.

11.361 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 heritage assets and surrounding residential properties.

11.362 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.

11.363 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 combating surface water flood risk and contributing towards climate change resilience. Furthermore the sites overlap 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.

11.364 One of the principle challenges to developing Ashton Moss West is the 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.

11.365 A programme of archaeological assessment should also inform the masterplanning approach to the site, allowing for archaeological evaluation 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 sites historical past.

11.366 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.

11.367 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.

11.368 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.

11.369 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.

11.370 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.

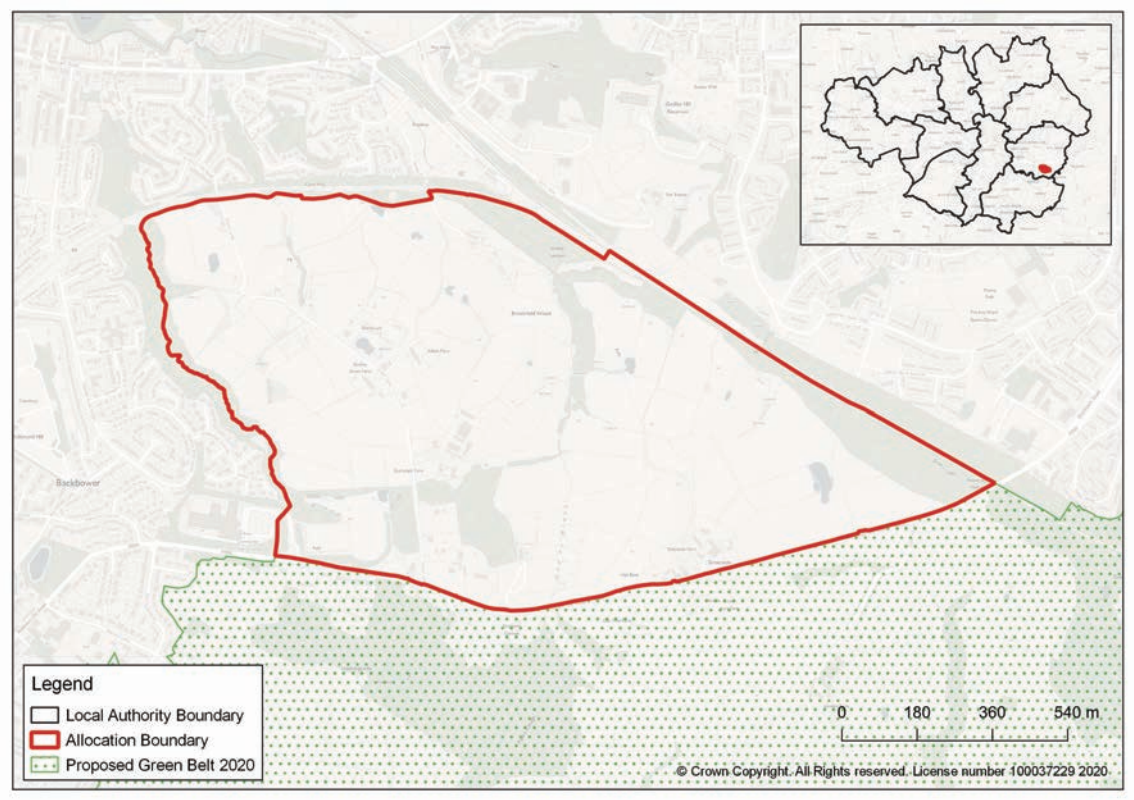
11.371 The existing sustainable travel route to the site's western edge should be retained and enhanced and could form part of a landscape buffer to existing residential properties. In addition, consideration should be given to a number of existing informal routes and public rights of way to the site's northern edge that could also benefit from improved connectivity and enhancement, including access to Metrolink.

11.372 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.

11.373 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.

Policy GM Allocation 39

Godley Green Garden Village



Picture 11.53 GMA 39 Godley Green Garden Village

Development of this site will be required to:

1. Construct around 2,350 new homes;

2. Deliver homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment;

3. Ensure Garden City principles are enshrined throughout;

4. 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;

5. Be informed by an assessment of archaeology;

6. Take an integrated and co-ordinated approach to infrastructure to support the scale of the whole development;

7. Ensure that architecture is innovative and creative, while respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live;

8. 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;

9. Establish two connected villages, each with their own distinct identity and served by a local hub offering flexible workspace opportunities and a range of community, retail, cultural and leisure uses, separated by Godley Brook as a central landscape feature;

10. Deliver higher density residential development around Hattersley train station and the village hubs;

11. Provide developer contributions towards education, health, transport and other infrastructure as deemed appropriate;

12. Ensure employment, education and training opportunities are available for residents within the local area, both through construction phases and upon completion;

13. Set aside land to accommodate additional education provision, unless it can be demonstrated that sufficient additional school places will be accommodated off site within the local area to meet the likely demand generated;

14. Provide access into the site from the A560 Mottram Old Road including improved cycling and pedestrian facilities along the site's frontage;

15. Ensure highways are designed to accommodate bus routing and provision of services are sought within the early phases of development;

16. Provide, in the 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;

17. Ensure neighbourhoods are green, walkable and safe places;

18. Ensure active travel is promoted through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways;

19. Incorporate and enhance as attractive and desirable routes, existing public rights of way and the Trans Pennine Trail;

20. Be designed to enhance connectivity to existing communities in the locality, alongside key assets such as schools, cycle and walking routes, public transport services and Werneth Low Country Park;

21. Protect and enhance the designated Sites of Biological Importance of Werneth Brook and Brookfold Wood;

22. Protect and enhance key landscape and ecological features, including protected trees and woodlands, areas of Ancient Woodland, other mature trees and hedgerows, cloughs, watercourses and ponds;

23. Deliver a high quality public realm that incorporates street tree planting; and

24. Set aside land for a range of public open spaces, such as: parks and gardens, natural space, amenity space, play provision and allotments, in accordance with the Council's most up to date Open Space Review.

11.374 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.

11.375 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. Potential exists to further 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.

11.376 The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities. 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).

11.377 Older persons housing and plots for custom and self-build will also feature as important elements of the housing mix in the Garden Village and some should be affordable to those on lower and middle incomes seeking this type of opportunity.

11.378 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.

11.379 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.

11.380 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.

11.381 A number of non-designated built heritage assets have been identified 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.

11.382 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 Land 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.

11.383 Building for a Healthy Life[(129)], 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.

11.384 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.[(130)] 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.

129 Building for a Healthy Life - A Design Toolkit for neighbourhoods, streets, homes and public spaces https://www.udg.org.uk/publications/othermanuals/building-healthy-life

130 Greater Manchester Landscape Character Assessment https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf

11.385 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.

11.386 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.

11.387 Flexible workspace could be delivered within the site close to Hattersley Train Station, providing employment opportunities for residents. With the proximity 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.

11.388 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.

11.389 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 to prevent habitat fragmentation.

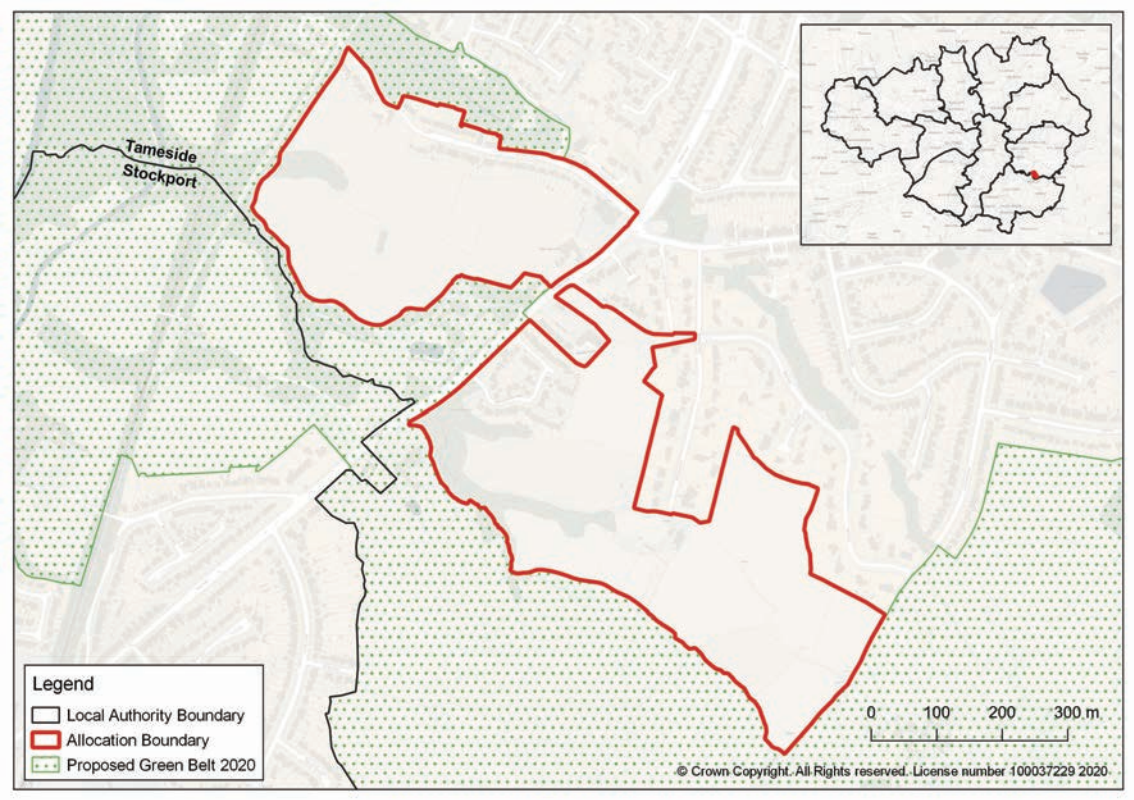
11.390 Open space and recreation areas comprise an essential element of both Garden City and Building for a Healthy Life principles, contributing to the creation of healthy and active communities. Sport England's Active Design[(131)] and age friendly design principles[(132)] should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.

131 Sport England – Active Design https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design
132 For example the WHO's Age-friendly Cities Framework https://extranet.who.int/agefriendlyworld/age-friendly-cities-framework/

South of Hyde

Policy GM Allocation 40

South of Hyde



Picture 11.54 GMA 40 South of Hyde

Development of this site will be required to:

1. Construct around 440 new homes;

2. Deliver homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment;

3. Ensure Garden City principles are enshrined throughout;

4. 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;

5. Take an integrated and co-ordinated approach to infrastructure to support the scale of the whole development;

6. Ensure that architecture is innovative and creative, while respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live;

7. 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;

8. Ensure that development edges successfully integrate into the adjoining landscape;

9. Deliver lower density residential development as the site elevation increases toward its eastern most extent at Lord Derby Road;

10. Respect and enhance both designated and non-designated heritage assets and their settings both in and within the vicinity of the site including the Grade II* listed Apethorn Farmhouse and Grade II Pole Bank Hall;

11. Following a Heritage Impact Assessment, secure the sensitive restoration and, long term future use of the Grade II* listed Apethorn Farmhouse and complex within an early phase of development together with its removal from the Heritage at Risk Register;

12. Be informed by an assessment of archaeology;

13. Provide developer contributions towards education, health, transport and other infrastructure as deemed appropriate;

14. Ensure employment, education and training opportunities are available for residents within the local area through the construction phases;

15. Provide access to each east and west parcel from the A560 Stockport Road;

16. Ensure neighbourhoods are green, walkable and safe places;

17. Ensure active travel is promoted to be the most attractive form of local transport through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways;

18. Incorporate and enhance as attractive and desirable routes, existing public rights of way, including the Cown Edge Way;

19. Be designed to enhance connectivity to existing communities in the locality, alongside key assets such as schools, cycle and walking routes, public transport services, the Peak Forrest Canal, Trans Pennine Trail and Werneth Low Country Park;

20. Protect and enhance the designated Pole Bank Site of Biological Importance;

21. Protect and enhance key landscape and ecological features including protected trees and woodlands, areas of Ancient Woodland, other mature trees and hedgerows, cloughs, watercourses and ponds;

22. Deliver a high quality public realm that incorporates street tree planting; and

23. Set aside land for a range of public open spaces such as; natural space, amenity space, play provision and allotments in accordance with the council's most up to date Open Space Review.

11.391 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 the GMSF due to their smaller scale. The sites' semi-rural setting, opportunity to secure the future of a grade II* listed building together with an existing network of green infrastructure, set the framework for an attractive, high quality and accessible neighbourhood that enshrines Garden City principles and is a logical sustainable extension to the suburb of Gee Cross.

11.392 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 housed 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. 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.

11.393 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 the Farm complex and ensure the proposed new development has a positive impact on the heritage asset's conservation and setting.

11.394 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 and 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.

11.395 The new homes will assist in meeting the full range of housing needs and aspirations through a diversity of housing opportunities. 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).

11.396 Older persons housing and plots for custom and self-build could also feature as elements of the housing mix and some should be affordable to those on lower and middle incomes seeking this type of opportunity.

11.397 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, including 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.

11.398 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.

11.399 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.

11.400 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.

11.401 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.

11.402 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.[133] 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.

133 Greater Manchester Landscape Character Assessment https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf

11.403 Building for a Healthy Life[(134)] as the Government endorsed industry standard for well-designed homes and neighbourhoods should be used to guide the masterplanning and development alongside Garden City principles as an attractive, functional and sustainable settlement with the aim of achieving Building for a Healthy Life commendation.

11.404 Neighbourhoods will be linked via safe walking and cycling routes and public open spaces, all of which will respect and integrate into the surrounding landscape. Cycle and pedestrian routes within the development area should provide direct connection to the existing and proposed cycle and pedestrian network, Woodley Railway Station and Hyde town centre where possible.

11.405 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.

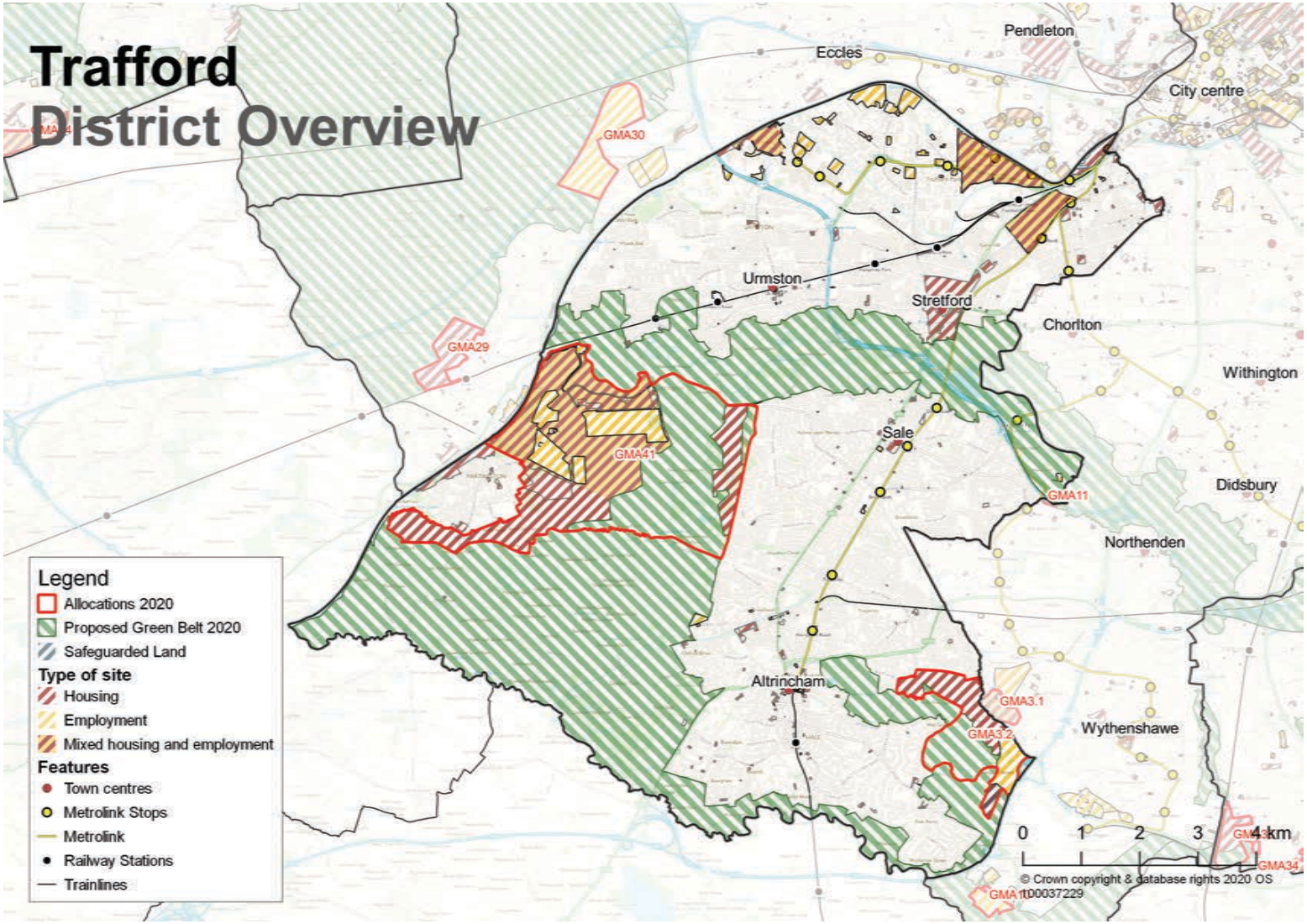
11.406 Although the site is in a sustainable and accessible location, being well served by a high frequency bus service between Ashton-under-Lyne and Stockport, with convenient access to the Marple rail line at Woodley and the highway network; new access and linkages into the site off the A560 Stockport Road together with the existing and proposed pedestrian and cycle network will be necessary.

11.407 The GM Rail Prospectus articulates the future vision for rail with longer and more frequent train 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.

11.408 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.

11.409 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[(135)] and age friendly design principles[(136)] should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.

134 Building for a Healthy Life - A Design Toolkit for neighbourhoods, streets, homes and public spaces https://www.udg.org.uk/publications/othermanuals/building-healthy-life
135 Sport England – Active Design https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design
136 For example the WHO's Age-friendly Cities Framework https://extranet.who.int/agefriendlyworld/age-friendly-cities-framework/

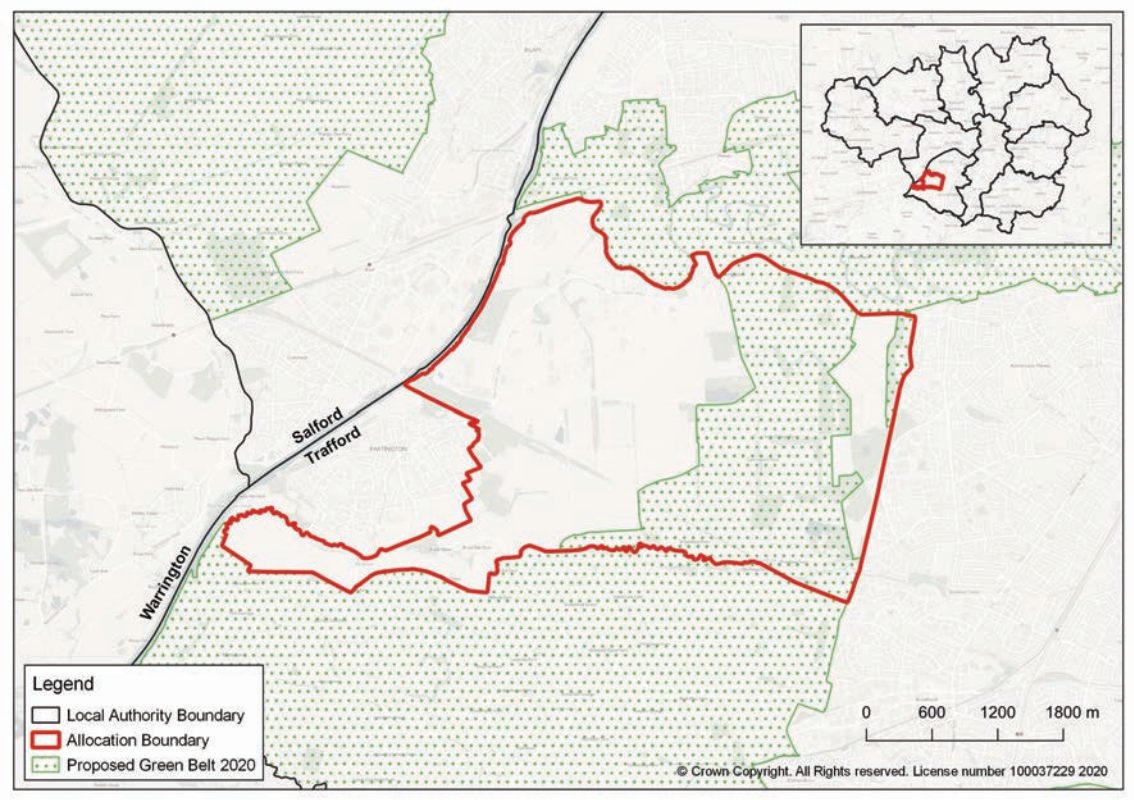


Picture 11.55 Trafford District Overview

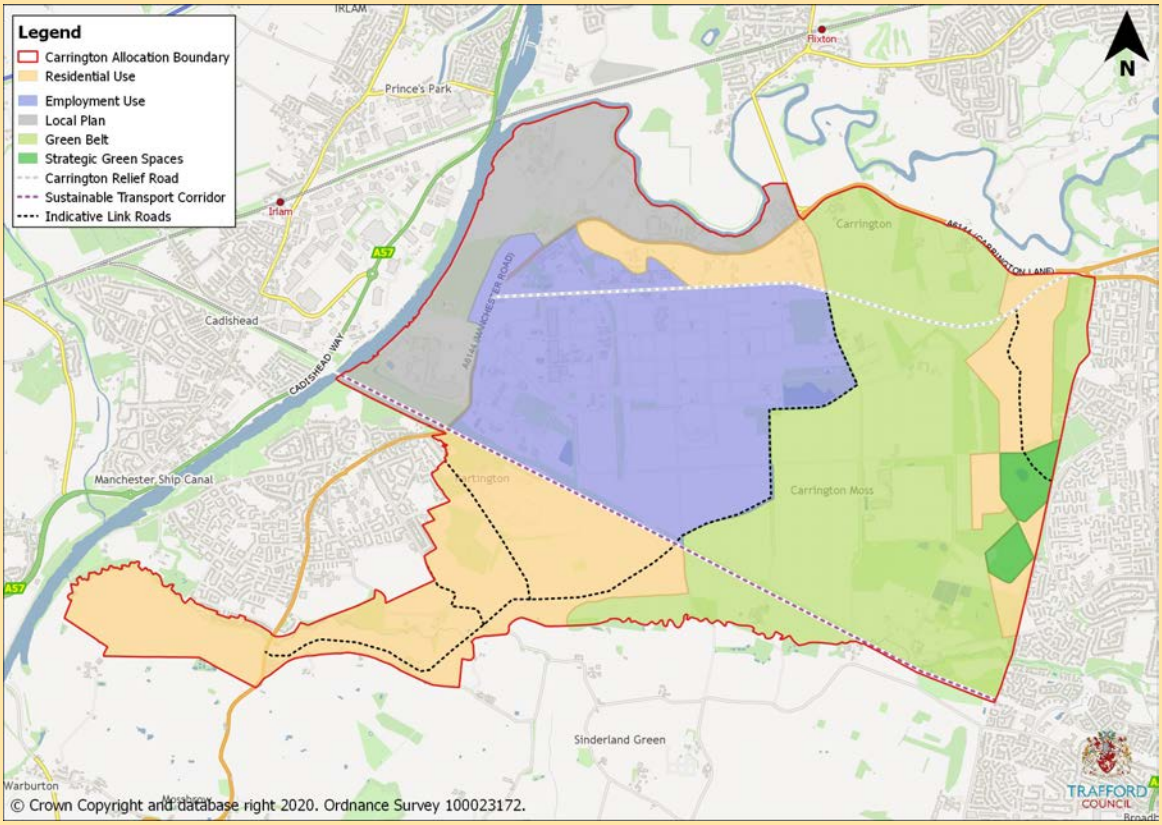
New Carrington

Policy GM Allocation 41

New Carrington



Picture 11.56 GMA 41 New Carrington



Picture 11.57 New Carrington Allocation Policy Plan

Development of this site will be required to:

1. Be in accordance with a masterplan or Supplementary Planning Document (SPD) that has been approved by the Local Planning Authority, to ensure the site is planned and delivered in a coordinated and comprehensive manner;

<u>Residential Development</u>

2. Deliver around 5,000 units, of which 4,300 will be delivered in the plan period at Carrington / Partington and Sale West, in the following distinct character areas, as set out on the Allocation Policy Plan:

    - Carrington Village – approximately 600 units
    - Sale West – approximately 1,450 units
    - East Partington – approximately 2,600 units
    - Warburton Lane – approximately 420 units

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. Demonstrate how the constraints on land to the west of Warburton Lane can be addressed. Planning applications will need to demonstrate how the site will:

   i. Integrate into and reflect the character of the historic landscape; avoiding areas of the highest heritage significance;

   ii. Integrate successfully into Partington and the wider New Carrington allocation, both in terms of physical linkages and the ability to understand the wider area as a distinct place.

   Development proposals which do not address these constraints will not be accepted;

5. Deliver a range of house types, sizes, layouts and tenures through a place-led approach based on each of the Character Areas in the New Carrington Masterplan / SPD and the Trafford Local Plan;

6. Deliver residential development at the following average densities, recognising the distinct characteristics of each area:

   - Carrington Village – average 35 dph
   - Sale West – average 40 dph
   - East Partington – 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 55dph will be appropriate close to the local centre;
   - Warburton Lane – average 25 dph

7. Provide a minimum of 15% affordable housing across the New Carrington allocation. In determining appropriate affordable housing provision regard should be had to the distinct Character Areas within the New Carrington site which each reflect different housing markets. The New Carrington Masterplan / SPD and the Trafford Local Plan will provide additional guidance on appropriate affordable housing contributions for each of the Character Areas;

8. Make specific provision for self-build/custom-build plots, subject to local demand as set out in the Council's self-build register;

<u>Employment development</u>

9. Deliver around 350,000 sqm (gross) of employment opportunities for industry and warehousing as set out on the Allocation Policy Plan;
10. Create legible streets and spaces within the employment area with attractive buildings that respond positively to the landscape and provide accessible linkages to residential areas and local / neighbourhood centres;
11. Create employment and training opportunities for local people in particular through the construction phase, to be set out in a Local Labour Agreement in accordance with Local Plan policies;

Delivery and phasing

12. Coordinate the phasing of development with the delivery of infrastructure on the site, ensuring sustainable growth at this location;
13. Make a proportionate contribution, by means of an equalisation mechanism, to infrastructure delivery. Detailed requirements will be set out in the masterplan/SPD;

Transport, Integration and Accessibility

14. Deliver accessible streets which prioritise cycling, walking and public transport over the private car;
15. Deliver a network of safe cycling and walking routes through the allocation, utilising the Carrington rides, improving the Trans Pennine Trail and creating new/enhancing existing Public Rights of Way and bridleways;
16. Deliver connected neighbourhoods which successfully link with existing communities at Carrington, Partington and Sale West, overcoming barriers such as the Red Brook to successfully integrate development;
17. Utilise the route of the disused railway line through the site as a strategic sustainable transport corridor providing links from New Carrington to the wider area as part of the Carrington Greenway scheme which includes reinstatement of the Cadishead viaduct for pedestrians and cyclists, as well as contributing to future improved east/west public transport linkages;
18. Deliver bus priority infrastructure within the site and, where appropriate, on bus routes linking to the site;
19. Deliver and directly contribute to the Carrington Relief Road to provide an alternative route to the A6144 and a strategic link through Carrington, incorporating provision for pedestrians, cyclists and bus priority measures. Other highway links to access development parcels will also be required, including:

    i. Southern link – connecting the A6144 Warburton Lane and the A6144 Manchester Road (via either Moss Lane or Broadway), crossing the Red Brook and providing a local route around the Partington urban area

ii. Eastern link – connecting development parcels in the East Partington area to Isherwood Road, crossing the rail line and linking through the employment parcels
iii. Sale West link – from the Carrington Relief Road and extending south through the Sale West development parcel and linking to Firs Way.

20. Make the necessary improvements to the Strategic, Primary and Local Road Networks including the following key new / upgraded junctions to enable the proposed level of development and mitigate the impact of increased vehicle numbers:

i. Carrington Spur widening on the approach to M60, J8 (approx. 500m)
ii. Carrington Relief Road widening between Isherwood Road and the Carrington Spur

iii. Upgrades to the Flixton Road junction

iv. Upgrades to the Carrington Relief Road / Banky Lane / Carrington Spur junction

v. Upgrade Isherwood Road

Community Facilities

21. Provide a new local centre with convenience shopping facilities and services in the region of 2,500 sqm of retail floorspace, within the East Partington development area at a scale to serve the needs of the proposed communities and improve the sustainability of the wider Partington and Carrington area;
22. Provide new Neighbourhood Centres at Carrington Village and Sale West to provide local services and community facilities;

23. Provide and contribute to the provision of additional primary and secondary school places. Extensions will be required to primary and secondary schools in Partington and Sale West;

24. Provide and contribute to new health facilities to support the new community;

Green Belt

25. Provide a significant green corridor through the site which remains in the Green Belt and provides an area of protected, high quality, accessible green infrastructure;
26. Create defensible Green Belt boundaries utilising, where appropriate, existing landscape features;

27. Mitigate any impact and improve the environmental quality and accessibility of remaining Green Belt land;

Green Infrastructure

28. Provide significant areas of open and accessible green space throughout the allocation as part of the wider strategic green infrastructure network. These will provide important multi-functional recreational spaces and active travel routes, linking different areas within and beyond the site;
29. Retain, create and enhance wildlife corridors and stepping stone habitats within the development areas to support nature recovery networks, provide ecosystem services and accessible green infrastructure;

30. Provide a range of types and sizes of open space within the allocation boundary in accordance with the Council's open space and outdoor sports policies, including local open space; natural and semi-natural greenspace; equipped and informal play and youth provision; outdoor sports facilities and allotments, ensuring arrangements for their long term maintenance;

31. Protect the green spaces at Sale West identified on the Allocation Policy Plan and promote their use as an accessible green infrastructure area. These areas are protected from development and proposals will need to demonstrate how they will deliver improved Green Infrastructure and access (including new/improved public rights of way) to these parcels to mitigate the impact of development;

Natural Environment

32. Protect and enhance natural environment assets within the site and the surrounding area, including Brookheys Covert Site of Special Scientific Interest (SSSI), local Sites of Biological Importance (SBIs) and local nature conservation sites and features including woodland and hedgerows both within and adjacent to the allocation;
33. Achieve enhanced delivery of ecosystem services through the restoration and creation of 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;
34. 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;
35. Protect and enhance the habitats and corridors along Sinderland Brook, the River Mersey and the Manchester Ship Canal as part of the catchment-based approach for the Upper Mersey to improve the existing water quality and seek to achieve 'good' status as required under the North West River Basin Management Plan (2019);
36. Provide a project specific Habitats Regulation Assessment for planning applications of over 50 residential units or 1,000 sqm employment floorspace;

Landscape

37. 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 Carrington;

38. Conserve and enhance local landscape character, including the setting of the Dunham Massey estate and Warburton Deer Park;
39. Provide appropriate landscape buffers across the site, including a substantial landscape buffer along the southern boundary of the Warburton Lane development parcels to mitigate the impact on the rural landscape to the south of the allocation area;

Design

40. Ensure new development is place-led, creative and contextual in its response, respecting the local character and positive local design features of the area;
41. Be in accordance with the Council's adopted Design Guide embracing strategic design principles, including creating connected communities, redefining streets, delivering inclusive characterful design and responding to heritage;
42. 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

43. Positively conserve all aspects of the historic environment as appropriate without harm to the significance of heritage assets or their setting and in accordance with a Heritage Impact Assessment;
44. Positively conserve archaeological features and, where appropriate, carry out archaeological evaluation in the form of geophysics, field walking and trial trenching for areas specified in the New Carrington Historic Environment Assessment 2020 to establish where especially significant archaeology should be preserved in situ;

Utilities, Environmental Protection and Climate Change

45. Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon by 2028;
46. Explore and deliver the most appropriate solutions to providing decentralised, low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks, energy centres, the implementation of renewable and low carbon heat and energy technologies in design and the co-location of potential heat and energy customers and suppliers;

47. Ensure new development maximises on-site renewable energy measures in line with the energy hierarchy, for example via solar PV and other low carbon technologies, linked to the provision of and supply to electric vehicle charging infrastructure;

48. Make provision for necessary infrastructure such as utilities, full fibre broadband and electric vehicle charging points in accordance with relevant GMSF or Local Plan policies;

49. Mitigate flood risk and surface water management issues, both within and beyond the site, including provision of SUDS through the design and layout of development and in accordance with a flood risk, foul and surface water management strategy. The allocation-wide drainage strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths to identify where water will naturally accumulate. The strategy will demonstrate how each phase interacts with other phases of development and further detail will be set out in the Masterplan / SPD;

50. Incorporate on-site measures to deal with surface water and control the rate of surface water run off. Planning applications will be expected to apply the full surface water hierarchy and ensure water is managed close to where it falls by mimicking the natural drainage solution;

51. Demonstrate that development proposals will not adversely affect existing water supply infrastructure that passes through the site. This will include consideration of any changes in ground levels and management of the construction process;

52. 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;

53. Incorporate appropriate noise and air quality mitigation particularly along major transport corridors, including HS2, and in relation to existing and new businesses, facilities and employment uses, including existing operational wastewater treatment works;

54. 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.

11.410 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.

11.411 The successful development of the site will require a coordinated approach between all landowners and developers. Trafford Council is therefore committed to working with stakeholders to bring forward a detailed Masterplan / SPD which provides a framework for the sustainable delivery of a new community at Carrington, Partington and Sale West. The delivery strategy must ensure that a mechanism is put in place to secure proportionate contributions from all developers within the New Carrington allocation and deliver the wide ranging infrastructure required.

11.412 A high level Masterplan has been prepared for the New Carrington site which has assessed the existing site constraints and determined the overall residential and employment development quantum, as well as identifying green infrastructure areas and opportunities. The Masterplan identifies four distinct residential character areas across the allocation: Carrington Village, Sale West, Partington East and Warburton Lane.

Residential development

11.413 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.

11.414 Some areas of the site have particularly high sensitivity and will require additional work to be undertaken in advance of any planning application to ensure that any impacts can be suitably addressed. The land to the west of Warburton Lane was previously designated as safeguarded land in the Trafford Core Strategy and is a particularly sensitive parcel. The New Carrington Historic Environment Assessment 2020 identified that the area has potentially significant heritage value and it is therefore necessary to take a cautious approach to the development potential of this area in advance of the necessary investigative works being undertaken. The site is also located on the periphery of the Carrington allocation and any future planning application will therefore need to demonstrate how the site can be integrated with Partington to the north and the wider New Carrington development area. Such measures will need to include pedestrian / cycle crossings over the Red Brook linking to Oak Road, providing well lit, safe access to Partington. The high level phasing of the New Carrington site has taken a cautious approach and development of this parcel is not expected to come forward within the GMSF plan period, recognising the significant issues which development in this area will need to overcome.

11.415 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 assets of heritage significance. Higher density development (up to 55dph) 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 landscape character and site characteristics.

11.416 Trafford has an acute affordable housing need and this site offers an opportunity to deliver affordable housing on a greenfield site. A minimum of 15% affordable housing contribution is required across the whole allocation, however, regard will be given to the distinct Character Areas identified within the New Carrington allocation: Carrington Village, East Partington, Sale West and Warburton Lane in determining an appropriate contribution. Further guidance will also be provided in the Carrington Masterplan / SPD and the Trafford Local Plan.

Employment development

11.417 Employment development 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 COMAH 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.

11.418 The site is close to deprived communities in Partington, Carrington and Sale West and it will also be accessible by bus and tram to other deprived areas in Trafford. Therefore targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure local people, particularly from these more deprived communities, benefit from training and new jobs as a result of the development.

Delivery and phasing

11.419 Development of the New Carrington site will need to be phased alongside the necessary infrastructure to ensure a successful, sustainable development. A high level, indicative phasing plan has been developed which recognises the distinctive character areas and demonstrates the deliverability of the site. A more detailed development and infrastructure phasing plan will be required as part of the Masterplan / SPD. It is expected that multiple residential sites will be delivered alongside each other throughout the plan period in order to maximise the delivery rate and cater for the distinct market areas.

11.420 All development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the Masterplan / SPD together with information on trigger points for when infrastructure including road improvements, new schools and link roads will be required linked to the development trajectory.

Transport, integration and accessibility

11.421 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. 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 disused rail route. This route will deliver the Carrington Greenway providing an important active travel link to Irlam Station, as well as a potential future public transport corridor.

11.422 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.

11.423 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.

11.424 The New Carrington Transport Locality Assessment also identified key highway junctions which will 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.

11.425 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

11.426 A new local centre, located in the east Partington 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 at Sale West and Carrington Village. 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.

11.427 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.

Green Belt

11.428 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.

Green Infrastructure

11.429 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 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

11.430 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 Sinderland Brook and Red Brook.

11.431 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 particularly suitable for restoration to important wetland habitats. Much of the area which is suitable for wetland restoration is within the identified Green Belt gap and it will therefore be protected from development; other locations across the site will also be considered in relation to their wetlands potential. The Carrington area is included in the Great Manchester Wetlands Nature Improvement Area and has been identified as a potentially important part of a developing Wetlands Ecological Network. In addition, the conservation of organic soils will help to reduce carbon emissions.

11.432 A project specific Habitats Regulation Assessment will be required for all development proposals of over 50 units / 1,000 sqm floorspace, as the site has the potential to result in increased traffic on the M62 motorway by 2040. Whilst it is recognised that New Carrington does not have direct connectivity to the M62 a precautionary approach has been taken considering the scale of this allocation. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.

Landscape

11.433 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, having regard to views/vistas into and out of the site, as well as sensitive receptors through the retention of existing natural features and the introduction of additional tree planting and vegetation to soften new development. Areas of the site, such as Warburton Deer Park and Carrington Moss, have particularly high landscape sensitivity and therefore development proposals in these areas will need to demonstrate how any landscape impact can be appropriately mitigated.

Design

11.434 The New Carrington development will need to set a new high quality design standard for this area and development should draw upon the guidance in the Council's adopted Design Guide. Specific parameters for the development of the site will be set out in the Masterplan / SPD.

11.435 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 through the site should be carefully considered.

Historic Environment

11.436 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 area of highest archaeological potential is land to the south of Partington and to the west of Warburton Lane, which has been identified as a potentially significant medieval deer park. Other areas of the Carrington site which are of potentially high value include areas of peat where assessments to establish the depth and condition of any remaining peat will be required. For the areas of highest archaeological value, work will need to be undertaken in advance of any planning application to understand the heritage significance of these areas. A suitable mitigation strategy should be developed which also identifies opportunities to enhance the heritage assets.

11.437 The Historic Environment Assessment also identified the designated and non-designated built heritage assets, their settings and important views that enhance the historic character and identity of the area. The Assessment makes recommendations for mitigation, and identifies opportunities for enhancement. Further archaeological investigation and a Heritage Impact Assessment will be required as part of future planning applications.

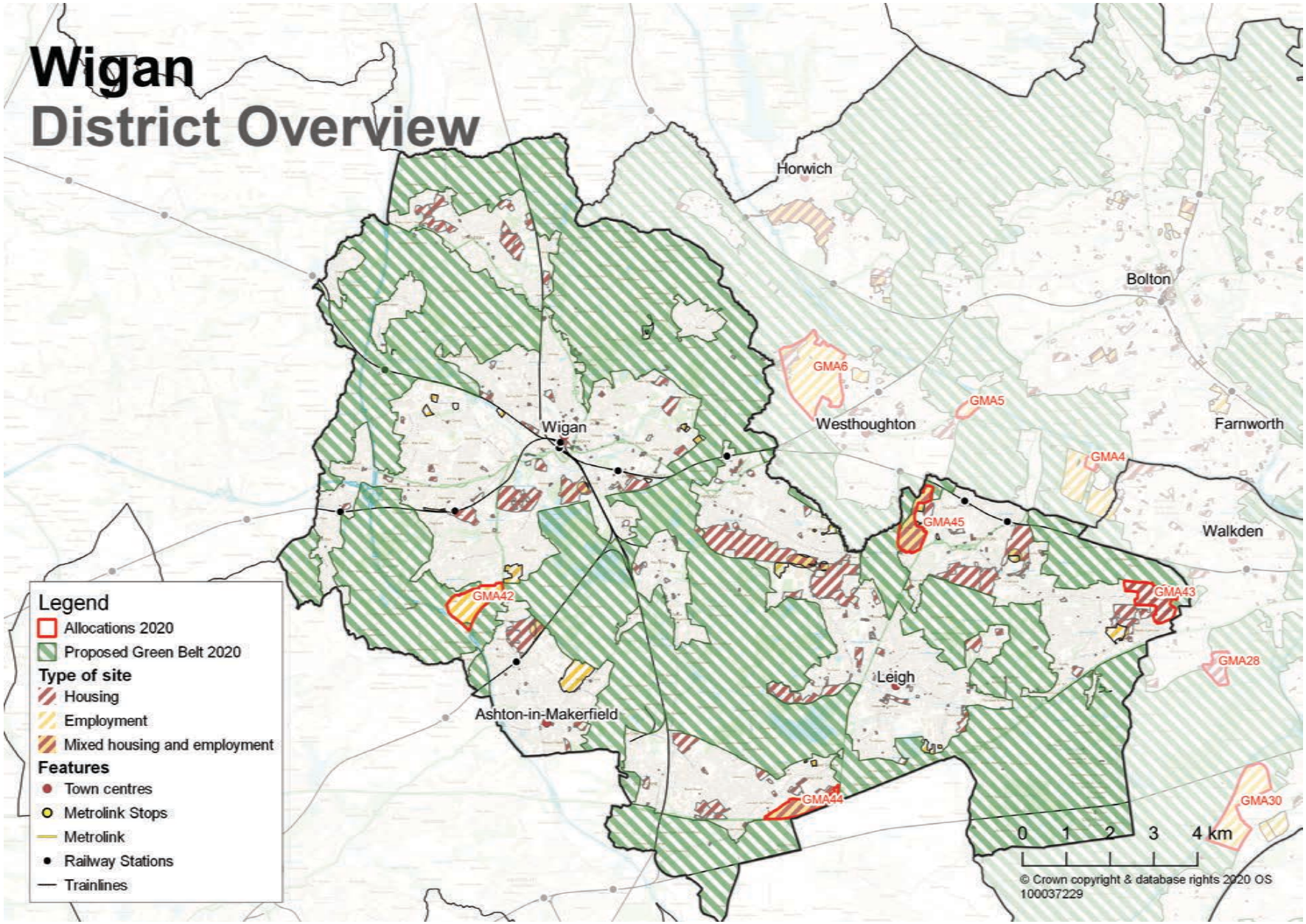
Utilities, Environmental Protection and Climate Change

11.438 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. Landowners / developers will be expected to work together in the interest of sustainable drainage and if pumping stations are identified as necessary, the strategy will demonstrate how the number of pumping stations is minimised so to avoid a proliferation of pumping stations between phases. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.

11.439 Opportunities will also be explored to maximise the potential of the Sinderland Brook in terms of urban flood management. The brook currently has a rating of 'moderate' under the EU Water Framework Directive, and the development should seek opportunities to improve this to 'good'.

11.440 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).

11.441 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.

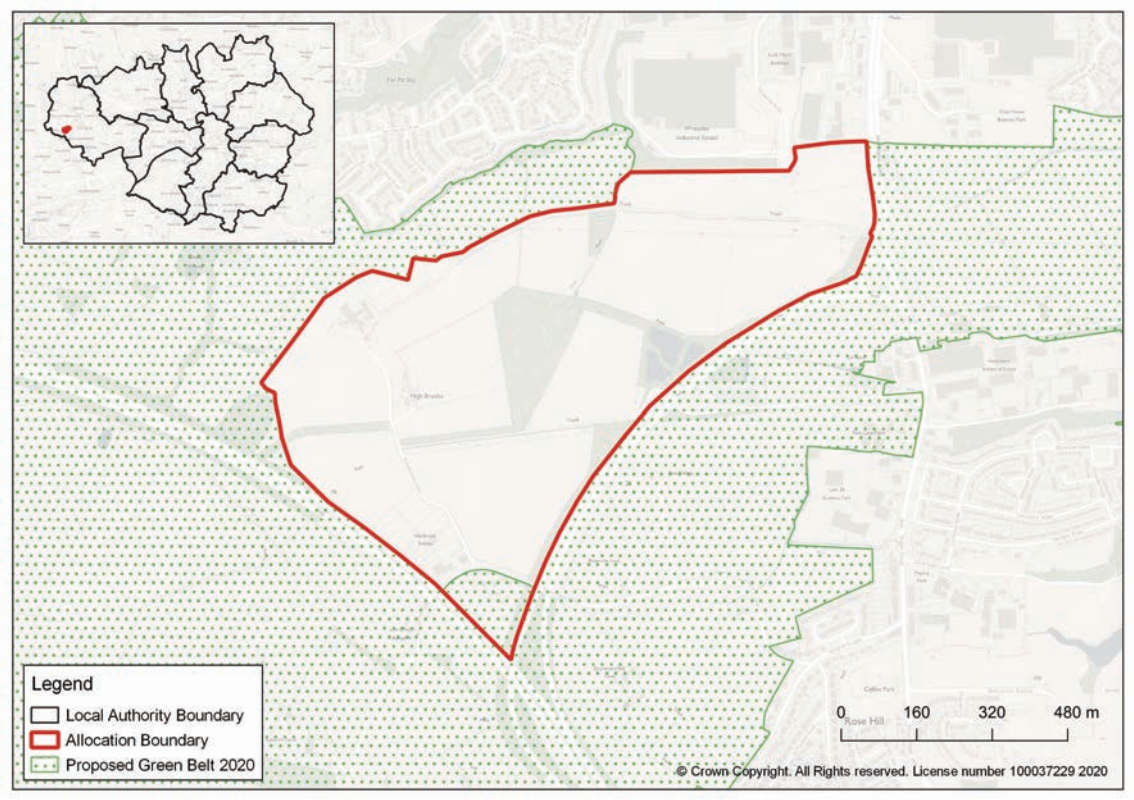


Picture 11.58 Wigan District Overview

M6 Junction 25

Policy GM Allocation 42

M6 Junction 25



Picture 11.59 GMA 42 M6 Junction 25

Development of this site will be required to:

1. Be in accordance with a masterplan that is agreed with the Council and is effectively informed by detailed site investigations and other constraints;

2. Deliver around 140,000 sqm of high quality B2 and B8 employment floorspace;

3. 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;

4. Ensure that the employment development is accessible by walking and cycling from Winstanley, Hawkley and Bryn, and from bus services in those areas, including on the A49 through the provision of a safe pedestrian crossing;

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;

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. Provide an internal road connection with Wheatlea Industrial Estate;

8. Provide easements for the significant utilities infrastructure running through the site;

9. Allow for the provision of an all-ways junction at Junction 25 and the ability for more direct access from the motorway once provided, subject to agreement by Highways England.

11.442 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.

11.443 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.

11.444 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.

11.445 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.

11.446 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. A safe crossing of the A49 Warrington road will need to be provided.

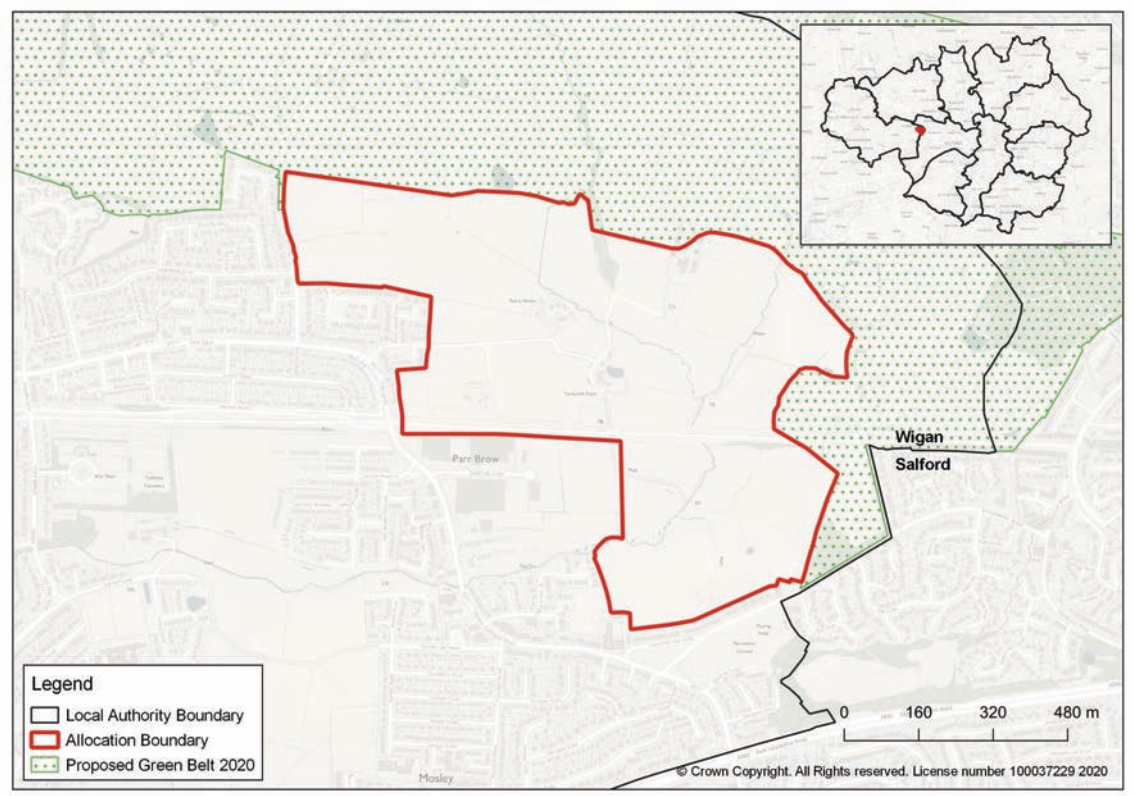
11.447 It is important that provision is made for this employment site to be safely and conveniently accessed from nearby residential areas by walking, cycling and bus services, to enable local people to take advantage of the job opportunities that it will provide and to reduce car dependency in the area.

11.448 In order to make the site attractive to potential occupiers and to minimise any adverse visual impacts, high quality landscaping is required within the site and along sensitive site boundaries, including the A49 road frontage and the remaining Green Belt to the north. The development must also provide easements for the significant utilities infrastructure that runs through the site.

North of Mosley Common

Policy GM Allocation 43

North of Mosley Common



Picture 11.60 GMA 43 North of Mosley Common

Development of this site will be required to:

1. Be in accordance with a masterplan that is agreed by the Council, and is effectively informed by detailed site investigations, an archaeological assessment, the presence of priority habitats and other constraints;

2. Deliver around 1,100 new homes with higher densities close to existing and new bus stops on the LSM Guided Busway as applicable;

3. Provide an additional stop on the guided busway and/or new / improved pedestrian and cycle links to existing busway stops, and contribute proportionally and meaningfully to increasing passenger capacity on the busway at peak times, subject to full detailed busway service analysis with Transport for Greater Manchester;

4. Ensure that good quality road access is provided into the site including from Mort Lane, City Road, Bridgewater Road and Silk Mill Street;

5. Deliver necessary highway capacity improvements to mitigate the impact of the full development, including at the junction of the A577 Mosley Common Road and the A580, Bridgewater Road and B5232 Newearth Road, and A5082 Armitage Avenue and the A6, as applicable;

6. Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and LSM Guided Busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate;

7. Provide new community and health facilities on-site, potentially as part of a new local centre, or an equivalent financial contribution as appropriate, to meet additional demand generated by the development;

8. Provide new primary education facilities on-site, as a new school and/or as an expansion to St John's Mosley Common Primary School, unless it is determined by the council that it is not needed; and provide a financial contribution to meet the demand generated by secondary school pupils;

9. 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;

10. Provide a robust landscaped boundary with open countryside in the Green Belt to the North; and

11. Provide necessary easements for the gas pipeline that crosses the western part of the site.

11.449 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.

11.450 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.

11.451 This site significantly benefits from the Leigh-Salford-Manchester 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.

11.452 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. Good quality road access will need to be provided into the site from the local highway network.

11.453 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 on the site, which could be developed as part of a new local centre. Alternatively financial contributions could be required, if appropriate, to meet additional demand generated by the development in a location off-site.

11.454 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.

11.455 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 runoff if

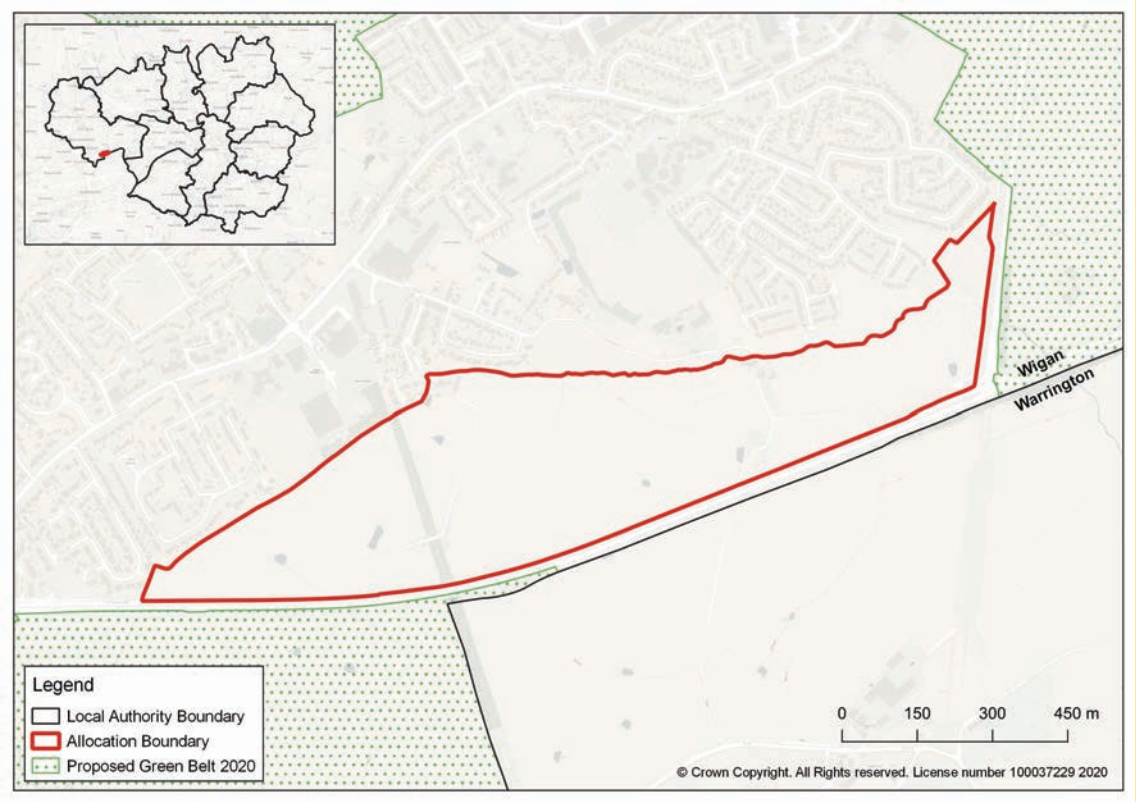
infiltration is not possible. This will be mitigated through the safeguarding of land as flood storage areas within the allocation and through the provision of sustainable drainage systems as appropriate.

11.456 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. A robust landscaped boundary will need to be provided to the north of the site to limit its impact on the adjacent open countryside in the Green Belt. The development will also be required to provide easements for the gas pipeline that crosses the western part of the site.

Pocket Nook

Policy GM Allocation 44

Pocket Nook



Picture 11.61 GMA 44 Pocket Nook

Development of this site will be required to:

1. Be in accordance with a masterplan that is agreed with the Council and is effectively informed by an archaeological assessment and other constraints;

2. Safeguard a north-south corridor towards the west of the site allocation for the construction of High Speed 2 Rail;

3. Deliver around 600 homes; including around 75 homes to the west of the proposed HS2 route on land accessed from Rowan Avenue;

4. Deliver around 15,000 sqm of employment floorspace on land to the west of the proposed HS2 route accessed from Newton Road;

5. Deliver or contribute effectively to the delivery of, a new road through the site from A579 Atherleigh Way to A572 Newton Road (via Enterprise Way), including a new bridge over the HS2 rail line as necessary, that is of a design quality to accommodate bus services, safeguarding the route for future construction where applicable;

6. Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site;

7. Protect and enhance the environs of Carr Brook through the creation of a green infrastructure corridor;

8. Ensure that groundwater resources are not jeopardised through the construction process or uses thereafter; and

9. Ensure that the heritage setting of the Grade II Listed Fair House Farmhouse on Pocket Nook Lane is retained or enhanced.

11.457 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.

11.458 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.

11.459 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 Leigh Guided Busway services. It is also important that safe and convenient pedestrian access is provided to green spaces within and adjacent to the site.

11.460 The proposed alignment of HS2 runs parallel to the route of a dismantled railway which runs north-south through the west of the site. HS2 will result in the demolition of existing business units to the north of the site on Enterprise Way which will need to be relocated. A buffer zone of 60 metres either side of the route needs to be kept free from development to enable access and for servicing.

11.461 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 will need to bridge the proposed HS2 route. The new road will connect into Newton Road on land close to its existing junction with Enterprise Way. The road will serve both new housing and employment development and will be able to accommodate bus services;

11.462 A small parcel of residential development on the western edge of the site is accessible from Rowan Avenue;

11.463 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.

11.464 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.

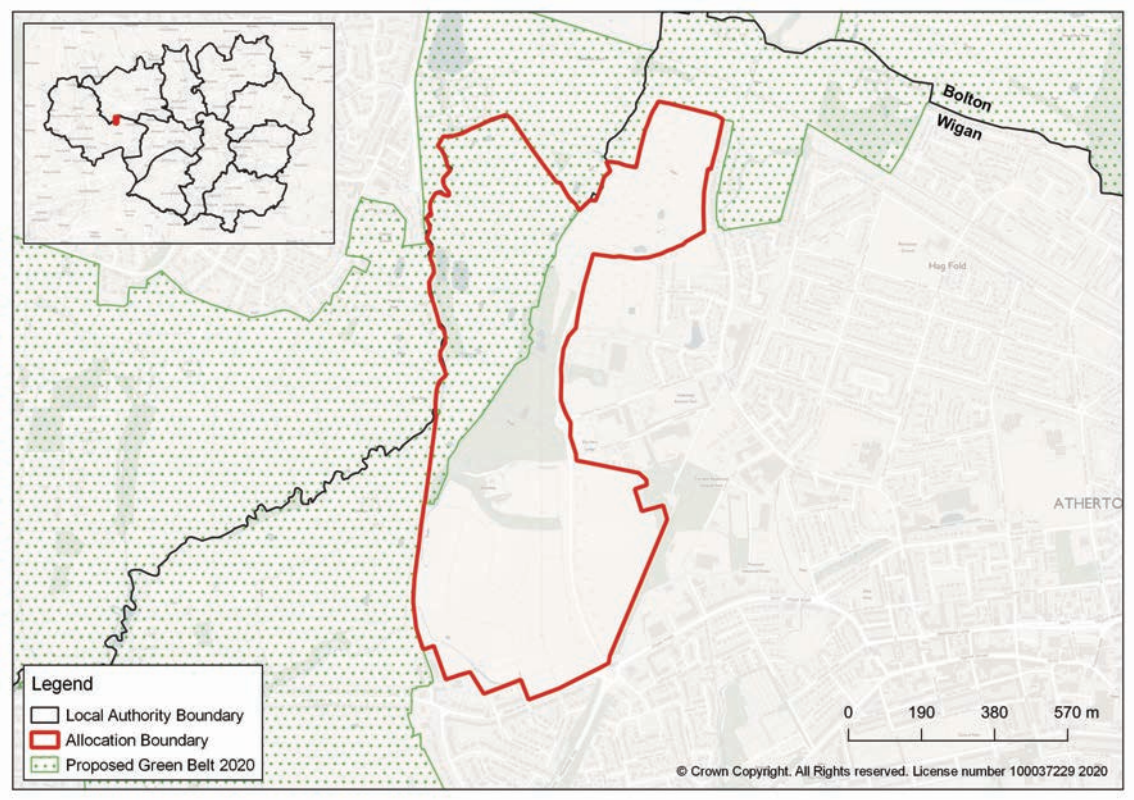
11.465 Fair House Farmhouse on Pocket Nook Lane is a Grade II Listed Building. The building is important in many respects, not least as an example of timber-framing in an area where little remains. In order that its heritage setting is retained or enhanced consideration needs to be given at a detailed 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 values and significance.

11.466 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.

West of Gibfield

Policy GM Allocation 45

West of Gibfield



Picture 11.62 GMA 45 West of Gibfield

Development of this site will be required to:

1. Be in accordance with a masterplan that is agreed by the Council, and is effectively informed by detailed site investigations, an archaeological assessment and other constraints;

2. Deliver around 500 new homes;

3. Deliver around 45,500 sqm of B1, B2 and/or B8 employment floorspace in the south east of the allocation, as a logical extension to the existing Gibfield Park Industrial Area;

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 to the rail line should be safeguarded, to connect into potential future road infrastructure to be provided in Bolton;

5. Provide highway improvement measures at the junction of the A577 and Gibfield Park Way, and make effective contributions towards highway improvement measures including at Platt Lane and/or Chequerbent roundabout / Junction 5 of the M61 in Bolton, necessary to mitigate the development;

6. Ensure convenient and safe access for pedestrians and cyclists to local bus services and to Daisy Hill and Hag Fold rail stations, and contribute appropriately to improved passenger facilities at those rail stations, as applicable;

7. Provide a high quality, landscaped corridor along Gibfield Park Way, through the planting of street trees and other strategic landscaping;

8. Provide a substantive 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;

9. Make appropriate provision for Great Crested Newts sufficient to mitigate the development;

10. Provide easements for the significant utilities infrastructure running through the site; and

11. Safeguard the amenity of existing and future homes from the employment development, through appropriate screening and landscaping.

11.467 The West of Gibfield area provides an opportunity for a substantial housing and employment development to the west of Atherton. The employment development will extend the existing Gibfield Park Industrial Area and is considered suitable for B1, B2 and/or B8 employment floorspace. The development will include new green infrastructure serving Atherton and Daisy Hill, Westhoughton.

11.468 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;

11.469 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.

11.470 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. The increased use of the existing rail line could include its conversion to tram-train use, enabling greater frequency of services. This development is required to ensure good access to Daisy Hill and Hag Fold stations for pedestrians and cyclists and contribute appropriately to passenger improvements at those stations.

11.471 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 mitigate the impact of the development on great crested newts that are present in the area. The ongoing maintenance of the country park will need to be agreed with the Council.

11.472 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.

11.473 To ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by site investigations, an archaeological assessment and other constraints and opportunities provided by the site. The development will be also required to provide easements for the significant utilities infrastructure that runs through the site.

Delivering the Plan

12.1 The Greater Manchester Strategy (GMS) sets out a clear vision for Greater Manchester. The GMSF 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 Greater Manchester 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 the GMSF 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 Greater Manchester strategies and plans which relate to different infrastructure provision or influence the policy direction within the GMSF, 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 the GMSF, the Mayor, GMCA and Local Authorities 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, Highways England, 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 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 approach with the ten Greater Manchester boroughs, 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 GM-D 1

Infrastructure Implementation

To make this happen 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;
2. Promote collaboration and synchronisation of investment plans between ourselves and the main infrastructure providers: Clinical Commissioning Groups, the NHS, Highways England, Network Rail, Transport for Greater Manchester, United Utilities, the Environment Agency, National Grid, Cadent, United Utilities and digital/telecommunication providers;
3. Work directly with the infrastructure providers and regulators (including Ofcom, Ofwat and Ofgem) to ensure that future investment plans are consistent with the GMSF;
4. Establish a new long-term funding mechanism for transport and site specific infrastructure to ensure timely delivery and capture of developer contributions;
5. Encourage early dialogue between developers and infrastructure providers to identify the infrastructure needs arising from new development and ensuring that these are addressed through building design, utility networks and connections in time to serve the proposed development;
6. Require applicants to prepare an infrastructure phasing and delivery strategy for strategic sites, and major 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;
7. Ensure that development does not lead to capacity or reliability problems in the surrounding area by requiring applicants to demonstrate that there will be adequate utility infrastructure capacity, from first occupation until development completion. As a minimum, applicants should identify and plan for:

    - Minimising the demand for energy, water and utility services by requiring sustainable building design and the incorporation of demand management measures within all new development and conversions where practicable;
    - Electricity supply to serve the construction phase and the intended use for the site, and identify, in conjunction with electricity providers the estimated load capacity of the building and the substations and routes for supply;
    - Reasonable gas and water supply, considering the need to conserve natural resources;

- The provision of multiple-ducting to support full fibre digital connections from different providers;
- Heating and cooling demand and the viability of its provision via decentralised energy networks. Designs must incorporate access to existing networks where feasible and viable; and
- Where potential capacity problems are identified and no improvements are programmed by the relevant infrastructure provider, we will require the developer to facilitate appropriate improvements which may require the provision of space within new developments for on-site infrastructure, or contributions towards.

8. Work with infrastructure providers to minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and
9. Promote the provision and use of shared routing, trenching and programming particularly in areas where there is extreme pipe and cable congestion under the streets to reduce disruption.

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 the GMSF, is successfully implemented and delivered. Infrastructure is essential to support the delivery of the vision and objectives of the GMSF.

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 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 includes representatives from United Utilities, Electricity North West, Cadent, Environment Agency, Transport for Greater Manchester as well as GMCA officers and Chief Resilience Officer. This year the Strategic Infrastructure Board will consider and respond to the issues and challenges raised by the Infrastructure Framework, it will advise the GMCA and Local Enterprise partnership on how best to move the challenges forward from the framework into a 2040 Infrastructure Strategy and then drive forward and monitor its implementation.

Delivering New Infrastructure

12.10 To achieve Greater Manchester's ambitions, investment in transport infrastructure is required, as is the need to invest in enabling infrastructure, such as social infrastructure, green infrastructure, water, waste water, 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.[137] 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.

12.12 There is a growing need for social infrastructure across Greater Manchester, 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 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.

137 Mayor of Greater Manchester, Greater Manchester Combined Authority and Transport for Greater Manchester (2018): Greater Manchester's cycling and walking infrastructure proposal

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 waste water 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 Greater Manchester 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. The GMCA is 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. The GMCA is 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 Greater Manchester's 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, agreements made under Section 278 of the Highways Act 1990 (as amended), or the potential introduction of a Strategic Infrastructure Tariff.

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 should 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 Greater Manchester, although most Local Authorities have initiated work on introducing a CIL, only one Local Authority has progressed work sufficiently to implement a CIL charging schedule, adopted in Trafford in July 2014.

12.19 The Ministry of Housing, Communities and Local Government (MHCLG) released a consultation document in March 2018 MHCLG: Supporting housing delivery through developer contributions - Reforming developer contributions to affordable housing and infrastructure. This consultation looked at proposed reforms to the system of developer contributions, covering the following areas: the Community Infrastructure Levy, Section 106 Planning Obligations, Strategic Infrastructure Tariffs and Technical Clarifications to Regulations. In this, the Government proposed to allow combined authorities and joint committees, where they have strategic planning powers, to introduce a Strategic Infrastructure Tariff (SIT). A SIT will operate in the same way as the London Mayoral CIL, including with the same exemptions and reliefs as set out in the CIL Regulations (2010) (as amended). It will operate alongside any localised form of developer contribution e.g. CIL and section 106 and contribute to the funding of strategic, large-scale infrastructure projects that cross administrative boundaries. The introduction of a SIT should encourage cross boundary planning to support the delivery of strategic infrastructure, and increasing the flexibility of the developer contribution system. No legislation has been introduced that will currently allow this to happen in Greater Manchester.

12.20 In August 2020 the Government published its White Paper 'Planning For The Future'. The White Paper was accompanied by a consultation document, 'Changes to the current planning system'. Together, these documents propose radical reforms to the planning system – long and short term. Key changes include zoning of land in local plans into three types of area – Growth, Renewal and Protection and replacing the current system of planning obligations and CIL with a single development levy to fund local infrastructure. As of September 2020, these proposals are subject to a consultation period and therefore could be subject to change. It is also noted that primary legislation may be required to bring forward the proposals.

12.21 Greater Manchester boroughs 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. As required by Planning Practice Guidance, an Infrastructure Funding Statement will be prepared by each Local Authority on an annual basis. This will demonstrate the delivery of infrastructure over the next five years, setting out the anticipated funding from developer contributions, and how these contributions are intended to be prioritised and spent by each Local Authority.

Policy GM-D 2

Developer Contributions

We will require developments 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, legal contracts, or CIL (or any subsequently adopted planning gain regime).

Applicants should take account of policies in development plans and other relevant document when developing proposals and acquiring land. It is expected that viability assessments should only be undertaken where there are clear circumstances creating barriers to delivery. If an applicant wishes to make the case that viability should be considered, they should provide clear evidence at the planning application submission stage, demonstrating the specific issues that would create barriers to delivery in a transparent manner and reflecting national guidance.

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

12.22 Monitoring is a key component of any development plan document and therefore is key to the success of the GMSF. 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.

12.23 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.

12.24 The table below sets out the proposed monitoring framework for the GMSF. It focuses on the key priorities of the plan and Greater Manchester as a whole.

KPI / Target **Baseline at 2020 unless otherwise stated**	**Policy Outcome/Indicators**	**GMSF Strategic Objective**
Spatial Strategy		
Significant growth in employment and housing in the Core Growth Area	Total employment and housing growth	1, 2, 3, 4, 5, 6, 9
Significant increase in growth employment and housing in north of conurbation	Total employment and housing growth	1, 2, 3, 4, 5, 9
Sustain the competitiveness of the employment and housing offer in the south of conurbation	Total employment and housing growth	1, 2, 3, 4, 5, 9
Improve productivity	% increase in GVA per job	3, 5, 10
Increased number of jobs	Proportion of GM residents in employment	3, 5, 10
Secure main town centres as local economic drivers	% increase in residential development in main town centres % vacancy rate in main town centres	1, 2, 3, 5, 6, 7, 9
Sustainable & Resilient		
Reduce carbon emissions from new development	% of new development meeting the net zero carbon standard	2, 5, 7, 8, 10

KPI / Target Baseline at 2020 unless otherwise stated	Policy Outcome/Indicators	GMSF Strategic Objective
Prioritise brownfield land for development	% of development on brownfield land	2, 3, 5, 7, 8, 9
No increase in number of homes and commercial premises at risk of flooding	% of homes at risk of flooding % of commercial premises at risk of flooding	2, 8
Improve air quality	Number of EV charging points % of development within 800m of transport hubs Number of controlled parking zones around schools and early years' settings	2, 5, 7, 8, 10
Prosperous		
Improve access to jobs	Number of local labour agreements	4, 5
Increase overall employment land	Deliver 4.1 mill sqm by 2037	3, 5
Homes		
Deliver net increase of new homes	Deliver approx. 8,500 annually by 2025 Deliver approx. 10,500 annually by 2030 Deliver approx. 12,000 annually by 2037	1, 2, 3, 5, 7, 10
Increase no of additional affordable homes	Deliver 50,000 additional affordable homes by 2037	1, 2, 5, 10

KPI / Target Baseline at 2020 unless otherwise stated	Policy Outcome/Indicators	GMSF Strategic Objective
	Number of additional affordable homes Number of people removed from the waiting list	
Increase the number of homes meeting NDSS	% new homes meeting NDSS	1, 2, 5, 10
Increase the number of new homes meeting A&A standard	% new homes meeting A&A standard	1, 2, 5, 10
Greener		
Enhance the green infrastructure network	Number of developments delivering a 10% gain in biodiversity	2, 5, 7, 8, 9, 10
Increase tree planting	Number of trees planted annually	2, 5, 7, 8, 9, 10
Increase access to green infrastructure	Number of hectares of new green infrastructure	2, 5, 7, 8, 9, 10
Everyone		
High design quality	Increase % of new buildings consistent with National Design Guide	2
Conserve, sustain and enhance GM's historic environment and heritage assets	Increase % of buildings on the "at risk register" with a strategy for their repair and re-use	2, 4
Improve the cultural offer	Number of new cultural facilities	2, 4
Provision of additional school places to support new development	Increased numbers of school places	2, 9

KPI / Target Baseline at 2020 unless otherwise stated	Policy Outcome/Indicators	GMSF Strategic Objective
Increase the % of working age population with Higher Level (4+) qualification(s) and reduce the % of working age population with sub Level 2 qualification(s)	Workforce is ready to benefit from new employment opportunities	3, 5
Our Network		
Increased proportion of daily trips by modes other than the car	% of daily trips made by public transport, walking and cycling % of development within 800m of transport hubs	2, 5, 6, 7, 10
Digital connectivity	Number of premises with full fibre connectivity Number of locations with free, secure, high speed public wi-fi connections	2, 3, 4, 5, 6
Increasing EV charging infrastructure	Number of EV charging points	2, 6, 7
Delivering the Plan		
Ensuring the right infrastructure is delivered at the right time	Delivery of necessary new infrastructure	1, 2, 3, 4, 5, 6, 7, 8, 9, 10
Secure appropriate S106 contributions	Developer contributions for the delivery of infrastructure Developer contributions for the delivery of affordable housing	1, 2, 3, 4, 5, 6, 7, 8, 9, 10

Table 12.1 GMSF Monitoring Framework

Appendices

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 Upon adoption of the GMSF a number of policies in district local plans will be partially replaced by policies in the GMSF (see tables below). Any part of the policy which is not replaced will be retained and will remain part of the respective statutory development plan.

Bolton Council

Policy	Replaced by GMSF policy/policies
H1 Healthy Bolton	GM-E6
A1 Achieving Bolton	GM-E5
P1 Employment land	GM-P2, GM-P3 and GM-P4
P3.1 Waste hierarchy	GM-S7
P5.1 Accessibility by different types of transport	GM-N1
P5.2 Accessibility by public transport	GM-N3
P5.3 Freight movement	GM-N6
P5.4 Servicing arrangements	GM-N7
P5.6 Transport needs of people with disabilities	GM-N4
P5.7 Transport assessments and travel plans	GM-N7
S1 Safe Bolton	GM-N7 and GM-E1
CG1.1 Green infrastructure in rural areas	GM-G1, GM-G2, GM-G3, GM-G4, GM-G5 and GM-G7
CG1.2 Urban Biodiversity	GM-G2
CG1.3 Open space	GM-G6
CG1.5 Flooding	GM-S5
CGH1.6 Energy requirements	GM-S2
CG1.7 Renewable energy	GM-S2
CG2 except CG2.2(c) Sustainable development	GM-S2
CG3 Built environment	GM-S4, GM-G1, GM-E1 and 2
SC1.1 Housing requirement	GM-H1
SC1.5 Housing Density	GM-G4

Table A.1

Bury Council

Policy	Replaced by GMSF policy/policies
EC2 Existing Industrial Areas and Premises	GM-P2 and GM-P4
EC3 Improvement of Older Industrial Areas and Premises	GM-P2
EC3/1 Measures to Improve Industrial Areas	GM-P2
EC5 Offices	GM-P3
H1 Housing Land Provision	GM-H1
H2 Housing Environment and Design	GM-H3
H4 Housing Need	GM-H3
EN1 Environment	GM-E1
EN1/1 Visual Amenity	GM-E1
EN1/3 Landscaping Provision	GM-E1
EN1/11 Public Utility Infrastructure	GM-E1
EN2 Conservation and Listed Buildings	GM-E2
EN4 Energy Conservation	GM-S2 and GM-S3
EN4/1 Renewable Energy	GM-S2 and GM-S3
EN4/2 Energy Efficiency	GM-S2 and GM-S3
EN5 Flood Protection and Defence	GM-S5
EN5/1 New Development and Flood Risk	GM-S5
EN6 Conservation of the Natural Environment	GM-G9
EN6/5 Sites of Geological Interest	GM-G9
EN7 Pollution Control	GM-E1
EN7/1 Atmospheric Pollution	GM-S6
EN8 Woodland and Trees	GM-G7
EN9 Landscape	GM-G1
EN9/1 Special Landscape Area	GM-G1
OL1 Green Belt	GM-G10
OL1/1 Designation of Green Belt	GM-G10
OL3 Urban Open Space	GM-G6
OL3/1 Protection of Urban Open Space	GM-G6
OL5 River Valleys	GM-G3

RT2 New Provision for Recreation in the Urban Area	GM-E7
RT2/3 Education Recreation Facilities	GM-E7
RT2/4 Dual-Use of Education Facilities	GM-E7
RT3 Recreation In The Countryside	GM-G3, GM-G2 and GM-G5
HT1 A Balanced Transportation Strategy	GM-N1, GM-E1 and GM-N4
HT2/6 – Replacement Car Parking	GM-N7
HT2/10 – Development Affecting Trunk Roads	GM-N7
HT3 Public Transport	GM-N1
HT4 New Development	GM-N7
HT6 Pedestrians and Cyclists	GM-N1, GM-N4 and GM-N5
HT6/2 – Pedestrian/Vehicular Conflict	GM-N4 and GM-N5
HT7 Freight	GM-N6
CF1 Proposals for New and Improved Community Facilities	GM-E1 and GM-E3
CF2 Education Land and Buildings	GM-E5
CF4 Healthcare Facilities	GM-E6
CF5 Childcare Facilities	GM-E5
MW1 Protection Of Mineral Resources	GM-S7
MW2 Environmental Considerations For Mineral Workings	GM-S7
MW3 Waste Disposal Facilities	GM-S7
MW3/1 Derelict or Degraded Land (Waste)	GM-S7
MW3/2 Waste Recycling and Bulk Reduction	GM-S7

Table A.2

Manchester City Council

Policy	**Replaced by GMSF policy/policies**
SP1 Spatial Principles (Partially)	GM-S1

EC1 Employment and Economic Growth in Manchester (Partially)	GM-P3 and GM-P4
H1 Overall Housing Provision (Partially)	GM-H1
H2 Strategic Housing Location (Partially)	GM-S1, GM-S2 and GM-S5
H8 Affordable Housing (Partially)	GM-H2
T1 Sustainable Transport (Partially)	GM-N1
EN3 Heritage (Partially)	GM-E2
EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Partially)	GM-S2
EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies (Partially)	GM-S2
EN8 Adaption to Climate Change (Partially)	GM-S2 and GM-S4
EN14 Flood Risk (Partially)	GM-G9
EN15 Biodiversity and Geological Conservation (Partially)	GM-G9
EN16 Air Quality (Partially)	GM-S6
EN17 Water Quality (Partially)	GM-S5

Table A.3

Oldham Council

Policy	**Replaced by GMSF policy/policies**
3 An Address of Choice (Partially)	GM-H1
4 Promoting Sustainable Regeneration and Prosperity (Partially)	GM-P3 and GM-P4
5 Promoting Accessibility and Sustainable Transport Modes (Partially)	GM-N3, GM-N4, GM-N5 and GM-N7
18 Energy (Partially)	GM-S2
19 Flooding (Partially)	GM-S5
20 Design	GM-E1
22 Protecting Open Land (Partially)	GM8, GM10, GM11, GM12 and GM-G10

25 Developer Contributions	GM-D2
UDP Policy B1.1.24 Royton Moss, Moss Lane, Royton	GM10
UDP Policy H1.2.17 Housing Land Release Phase II	GM14
UDP Policy H1.2.17 Major Developed Site in the Green Belt	GM11

Table A.4

Rochdale Council

Policy	Replaced by GMSF policy/policies
E2 Increasing jobs and prosperity (Partially)	GM-P3 and GM-P4
E4 Managing the release of land to meet future employment needs	GM-P1, GM-P2, GM-P3 and GM-P4
C1 Delivering the right amount of housing in the right places (Partially)	GM-H1
G1 Tackling and adapting to climate change	GM-S1, GM-S2 and GM-S3
G2 Energy and new development	GM-S1, GM-S2 and GM-S3
G3 Renewable and low carbon energy developments (Partially)	GM-S1, GM-S2 and GM-S3
G4 Protecting Green Belt land	GM-G10
G5 Managing protected open land (Partially)	GM-G10

Table A.5

Salford Council

Policy	Replaced by GMSF policy/policies
ST1 Sustainable Urban Neighbourhoods	GM-S1
ST3 Employment Supply	GM-P1, GM-P3 and GM-P4
ST5 Transport Networks	GM-N1, GM-N3, GM-N4, GM-N5, GM-N6 and GM-N7
ST12 Development Density	GM-H4

ST13 Natural Environment Assets	GM-G1, GM-G2, GM-G3, GM-G4, GM-G6, GM-G7, GM-G8, GM-G9 and GM-G10
ST14 Global Environment	GM-S2
ST15 Historic Environment	GM-E2
EN1 Development Affecting the Green Belt	GM-G10

Table A.6

Stockport Council

Policy	**Replaced by GMSF policy/policies**
SD-4 District Heating (Network Development Areas)	GM-S 3
SD-6 Adapting to the Impacts of Climate Change (Partially)	GM-S5
CS2 Housing Provision (Partially)	GM-H1
CS8 Safeguarding And Improving The Environment (Partially)	GM-G 9 and GM-E2
SIE-3 Protecting, Safeguarding and enhancing the Environment (Partially)	GM-S5
CS9 Transport And Development	GM-N1
CS10 An Effective And Sustainable Transport Network (Partially)	GM-6
T-1 Transport and Development	GM-N7
GBA 1.1 Extent Of Green Belt	GM-G10

Table A.7

Tameside Council

Policy	**Replaced by GMSF policy/policies**
H1 Housing Land Provision (Partially)	GM-H1
OL1 Protection of the Green Belt	GM-G10
OL2 Existing Buildings in the Green Belt	GM-G10
OL3 Major Developed Sites in the Green Belt	GM-G10

T7 Cycling (Partially)	GM-N5 and GM-N7
T8 Walking (Partially)	GM-N5 and GM-N7
MW14 Air Quality (Partially)	GM-S6
U4 Flood Prevention (Partially)	GM-S5

Table A.8

Trafford Council

Policy	Replaced by GMSF policy/policies
SL1 Pomona Island (Partially)	GM-S5
SL2 Trafford Wharfside (Partially)	GM-S1 and GM-S3
SL5 Carrington (Partially)	GM-S9, GM-S11 and GM41
L1 Land For New Homes (Partially)	GM-H1 and GM-H4
L2 Meeting Housing Needs (Partially)	GM-H2 and GM-H3
L3 Regeneration and Reducing Inequalities (Partially)	GM-S5 and GM-S11
L4 Sustainable Transport and Accessibility (Partially)	GM-S14, GM-N1, GM-N3, GM-N4, GM-N5, GM-N6 and GM-N7
L5 Climate Change (Partially)	GM-S2, GM-S3, GM-S5 and GM-S6
L6 Waste (Partially)	GM-S7
L7 Design (Partially)	GM-E1
L8 Planning Obligations (Partially)	GM-D1 and GM-D2
W1 Economy (Partially)	GM-S9, GM-P1, GM-P2, GM-P3 and GM-P4
W2 Town Centres and Retail (Partially)	GM-S9, GM-S12 and GM-E4
W3 Minerals (Partially)	GM-S7
R1 Historic Environment (Partially)	GM-E2
R2 Natural Environment (Partially)	GM-S13, GM-G1, GM-G3, GM-G4, GM-G7, GM-G9 and GM-G10
R3 Green Infrastructure (Partially)	GM-S13, GM-G2, GM-G3, GM-G4, GM-G7 and GM-G9
R4 Green Belt, Countryside and Other Protected Open Land (Partially)	GM-S9, GM-S10, GM-S11, GM-G11, GM-G12 and GM3.2

R5 Open Space, Sport and Recreation (Partially)	GM-G6 and GM-E7
R6 Culture and Tourism (Partially)	GM-E3

Table A.9

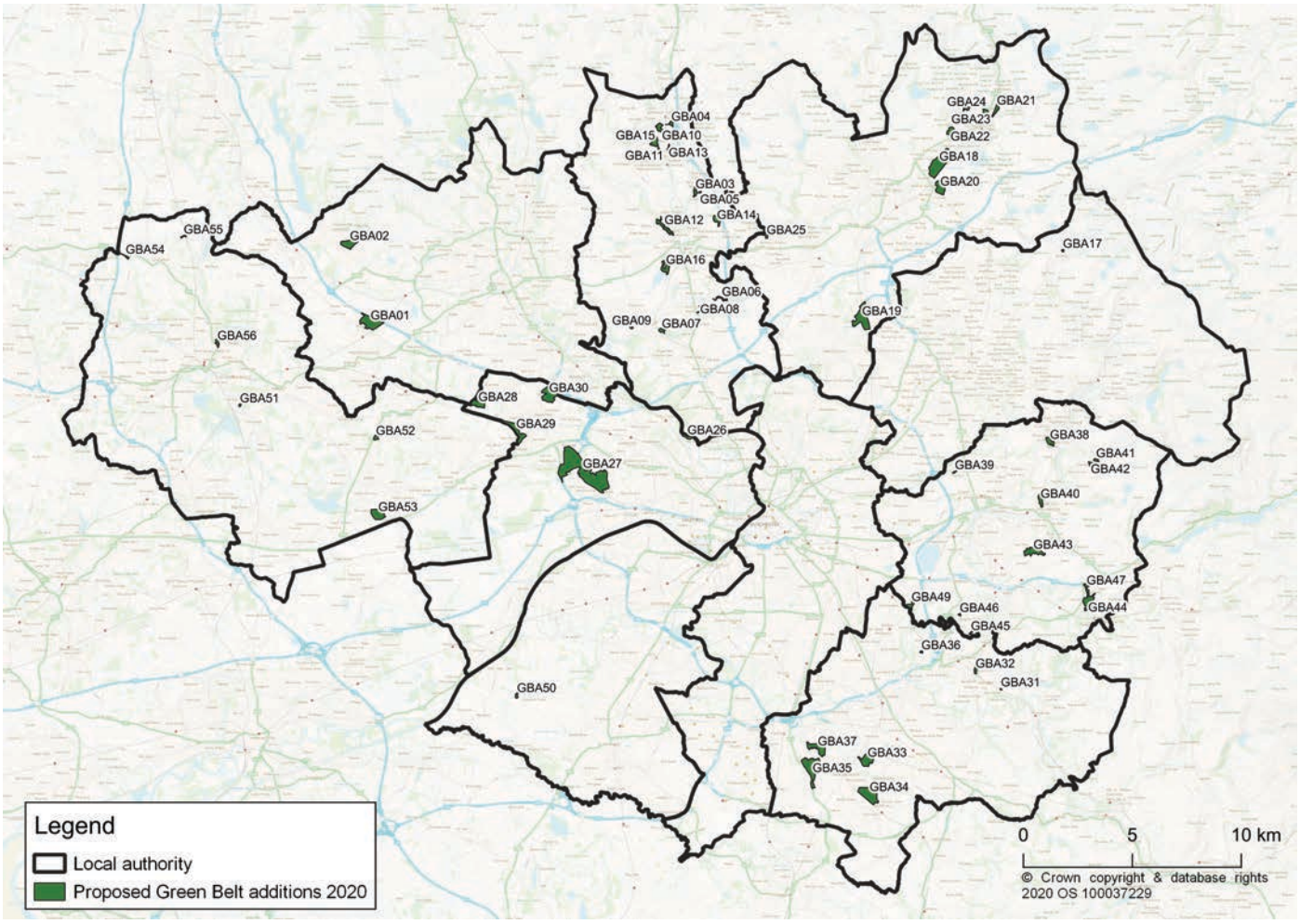
Wigan Council

Policy	Replaced by GMSF policy/policies
SD1 Presumption in Favour of Sustainable Development	GM-S1
CP1 Health and Wellbeing	GM-E6
CP4 Education and Learning	GM-E5
CP5 Economy and Environment	GM-P1 and GM-P2
CP6 Housing (Clause 1 only)	GM-H1
CP8 Green Belt and Safeguarded Land	GM-G10 and GM-G11
CP9 Landscape and Green Infrastructure	GM-G1 and GM-G2
CP12 Wildlife Habitats and Species	GM-G9
CP13 Low Carbon Development	GM-S2 and GM-S3
CP14 Waste	GM-S7
CP15 Minerals	GM-S2 and GM-S7

Table A.10

All Additions to the Green Belt

B.1 In certain 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. These proposed 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 Greater Manchester Green Belt 2020

District	Green Belt Addition ID	Site Name	Area Ha
Bolton	GBA01	Ditchers Farm, Westhoughton	41.3
Bolton	GBA02	Horwich Golf Club / Knowles Farm	24.1
Bury	GBA03	Pigs Lea Brook 1	5.6

District	Green Belt Addition ID	Site Name	Area Ha
Bury	GBA04	North of Nuttall Park	3.0
Bury	GBA05	Pigs Lea Brook 2	0.6
Bury	GBA06	Hollins Brook	3.1
Bury	GBA07	Off New Road, Radcliffe	3.3
Bury	GBA08	Hollins Brow	2.3
Bury	GBA09	Hollybank Street, Radcliffe	1.2
Bury	GBA10	Crow Lumb Wood	13.7
Bury	GBA11	Nuttall West, Ramsbottom	0.4
Bury	GBA12	Woolfold, Bury	12.5
Bury	GBA13	Nuttall East, Ramsbottom	1.0
Bury	GBA14	Chesham, Bury	8.1
Bury	GBA15	Broad Hey Wood North	9.1
Bury	GBA16	Lower Hinds	14.5
Oldham	GBA17	Land behind Denshaw Village Hall	0.6
Rochdale	GBA18	Land within the Roch Valley, Smallbridge	62.0
Rochdale	GBA19	Land to west of Stakehill Business Park	46.7
Rochdale	GBA20	Land at Firgrove Playing Fields, Rochdale	17.7
Rochdale	GBA21	Land between railway line and Rochdale Canal, Littleborough	9.8
Rochdale	GBA22	Land north of St Andrew's Church, Dearnley	8.1
Rochdale	GBA23	Land at Townhouse Brook, Littleborough	4.7

District	Green Belt Addition ID	Site Name	Area Ha
Rochdale	GBA24	Land north of Shore, Littleborough	2.8
Rochdale	GBA25	Land at Summit, Heywood	1.4
Salford	GBA26	Land South East of Slack Brook Open Space	4.1
Salford	GBA27	West Salford Greenway	184.5
Salford	GBA28	Part of Logistics North Country Park	15.3
Salford	GBA29	Land West of Burgess Farm	25.2
Salford	GBA30	Blackleach Country Park	34.1
Stockport	GBA31	Railway embankment at Hyde Bank, Romiley	0.3
Stockport	GBA32	Star Field	2.7
Stockport	GBA33	Adswood Open Space	27.3
Stockport	GBA34	Bramhall Park Golf Club	47.7
Stockport	GBA35	Bruntwood Park	58.8
Stockport	GBA36	Dartmouth Crescent	0.8
Stockport	GBA37	Brookfield Park / Cheadle Golf Club	24.7
Tameside	GBA38	Fox Platt, Mossley	7.9
Tameside	GBA39	Manor Farm Close, Waterloo, Ashton	0.8
Tameside	GBA40	Ridge Hill Lane, Ridge Hill, Stalybridge	6.8
Tameside	GBA41	Long Row, Carrbrook, Stalybridge	1.8
Tameside	GBA42	South View, Carrbrook, Stalybridge	2.1

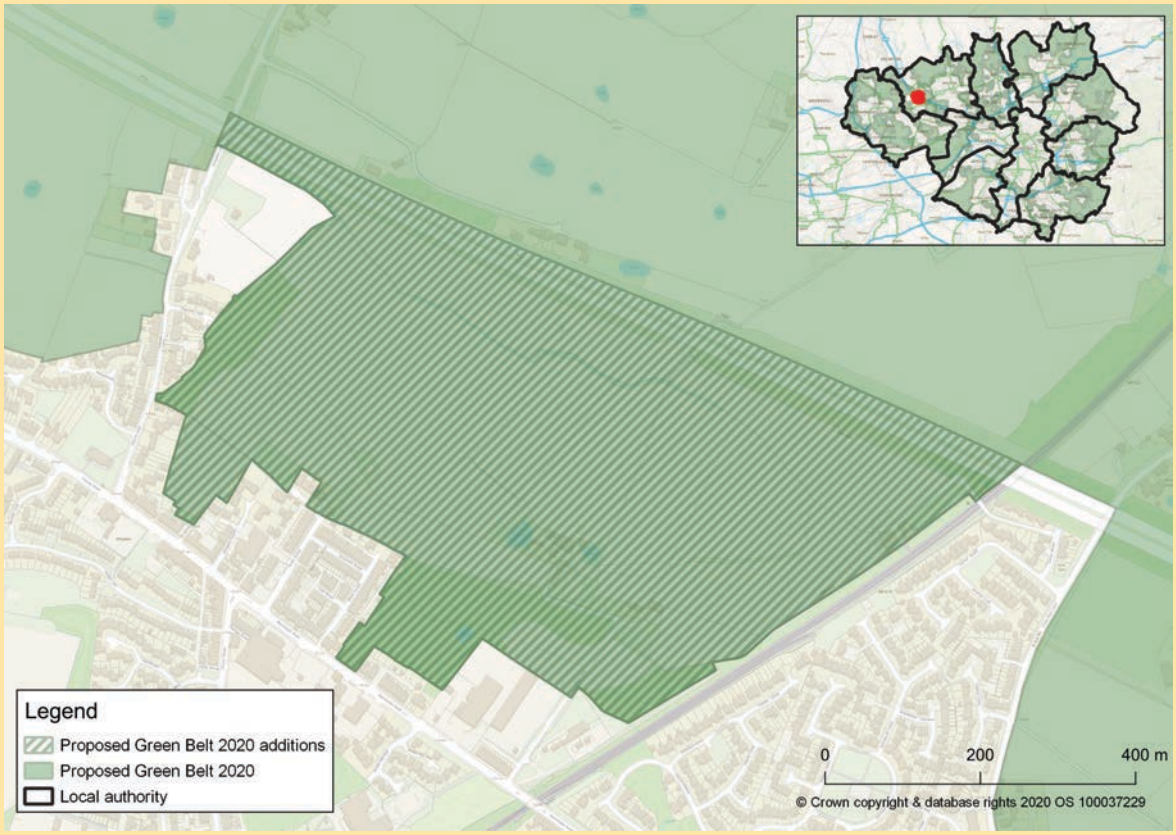
District	Green Belt Addition ID	Site Name	Area Ha
Tameside	GBA43	Yew Tree Lane, Dukinfield	22.3
Tameside	GBA44	Broadbottom Road, Broadbottom	18.9
Tameside	GBA45	Ardenfield, Haughton Green, Denton	0.9
Tameside	GBA46	Cemetery Road, Denton	0.8
Tameside	GBA47	Hyde Road, Mottram	4.9
Tameside	GBA48	Ashworth Lane, Mottram	1.1
Tameside	GBA49	Horses Field, Danebank, Denton	6.9
Trafford	GBA50	Midlands Farm, Moss Lane	2.7
Wigan	GBA51	Land off Fir Tree Street, Ince	0.8
Wigan	GBA52	Pennington FC pitches	3.1
Wigan	GBA53	Hope Carr Nature Reserve	26.1
Wigan	GBA54	Crow Orchard Road	1.8
Wigan	GBA55	North Bradley Lane	1.2
Wigan	GBA56	Coppull Lane	3.7

Table B.1 List of GMSF Green Belt Additions

Additions to the Green Belt in Bolton

Policy Green Belt Addition 1

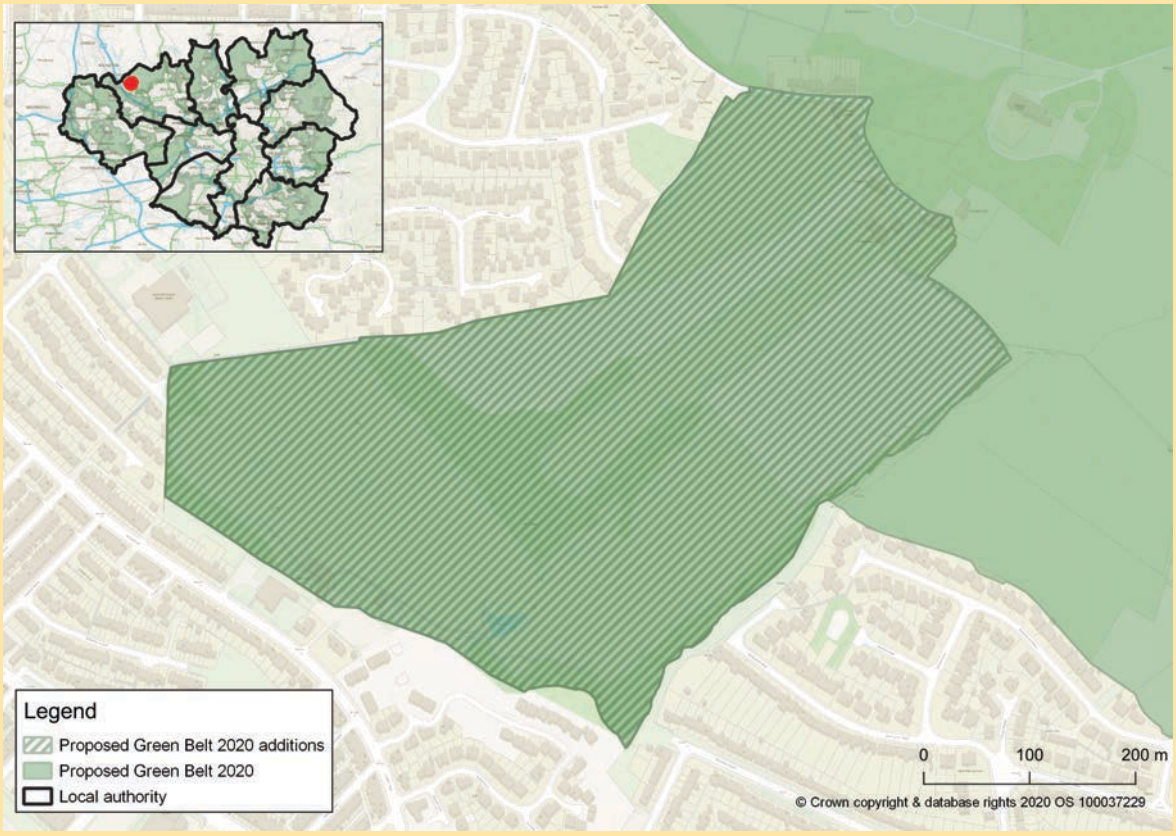
Ditchers Farm, Westhoughton



Picture B.2 GBA 1 Ditchers Farm, Westhoughton

Policy Green Belt Addition 2

Horwich Golf Club / Knowles Farm

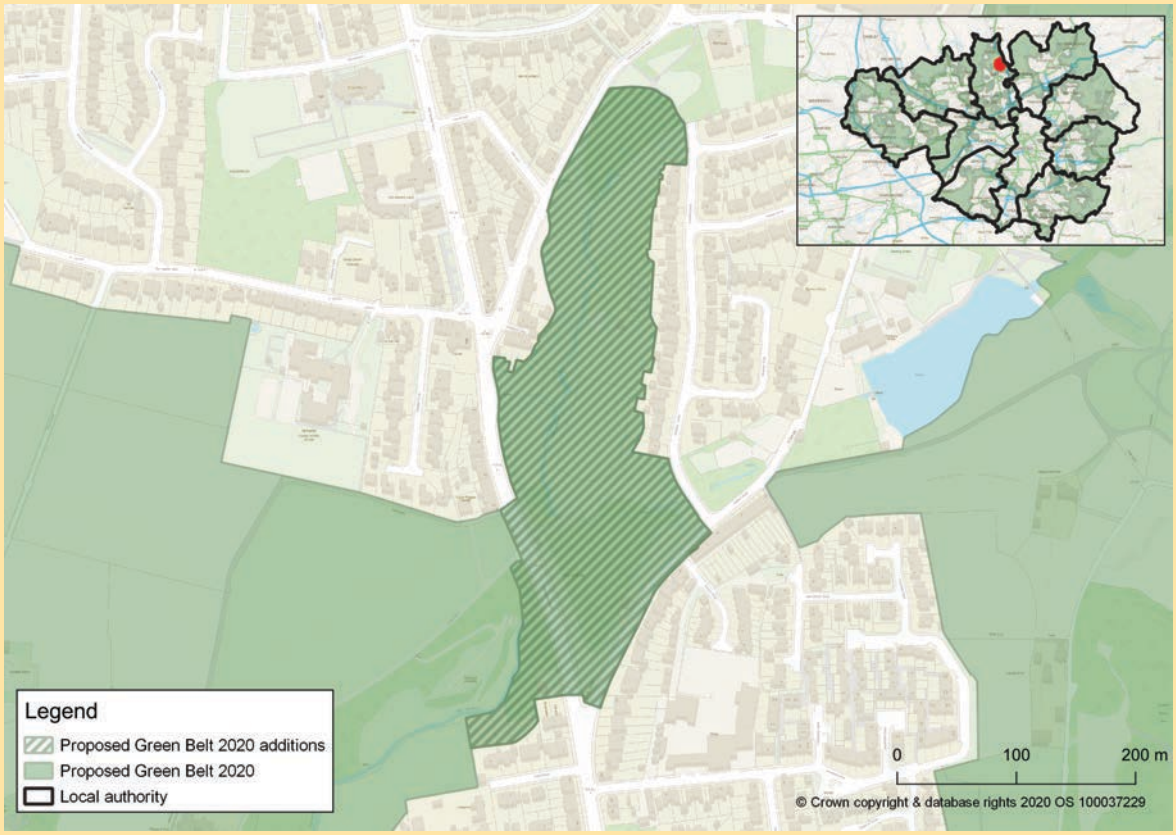


Picture B.3 GBA 2 Horwich Golf Club / Knowles Farm

Additions to the Green Belt in Bury

Policy Green Belt Addition 3

Pigs Lea Brook 1



Picture B.4 GBA 3 Pigs Lea Brook 1

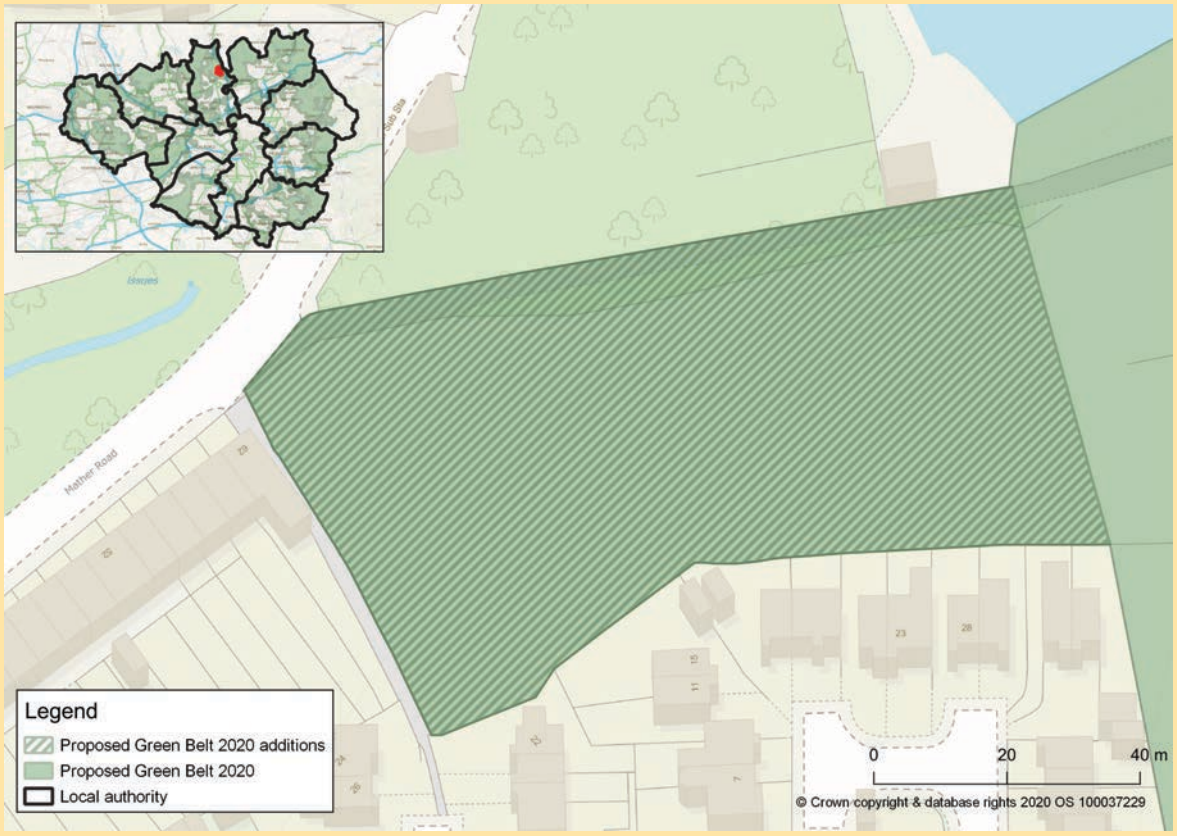
Policy Green Belt Addition 4

North of Nuttall Park

Picture B.5 GBA 4 North of Nuttall Park

Policy Green Belt Addition 5

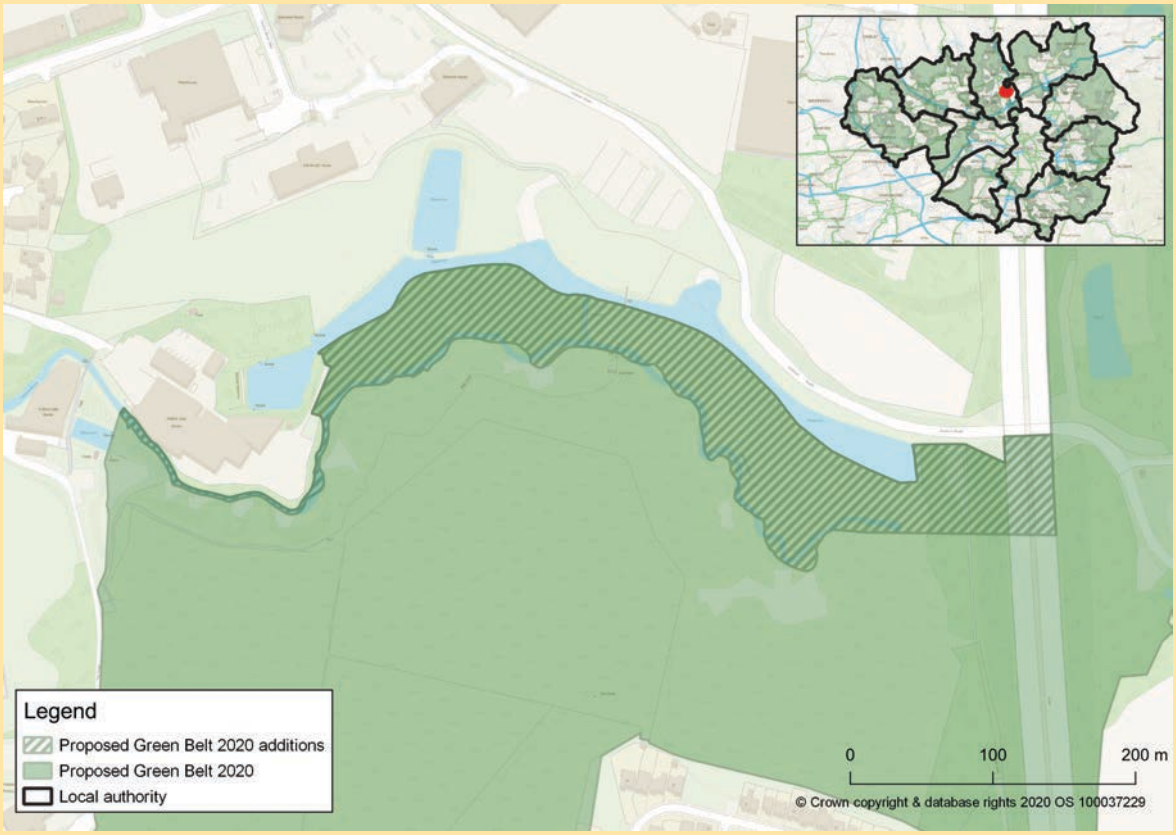
Pigs Lea Brook 2



Picture B.6 GBA 5 Pigs Lea Brook 2

Policy Green Belt Addition 6

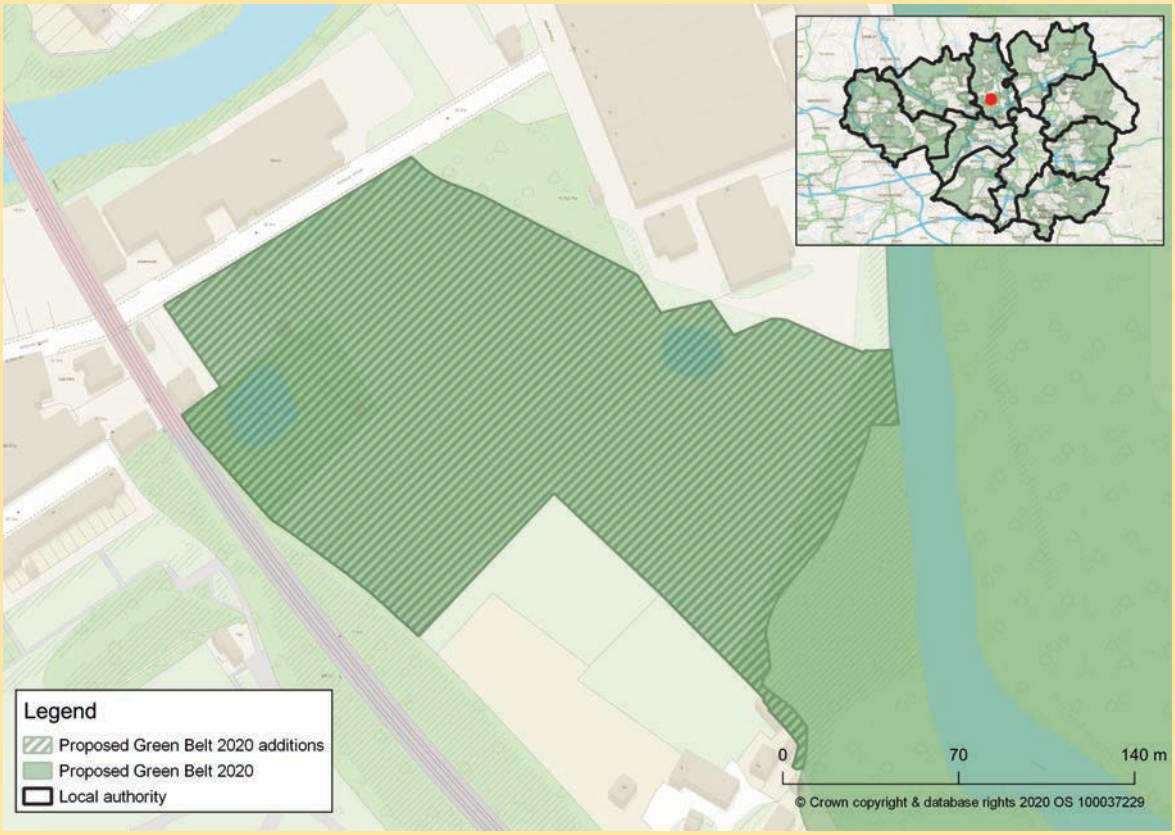
Hollins Brook



Picture B.7 GBA 6 Hollins Brook

Policy Green Belt Addition 7

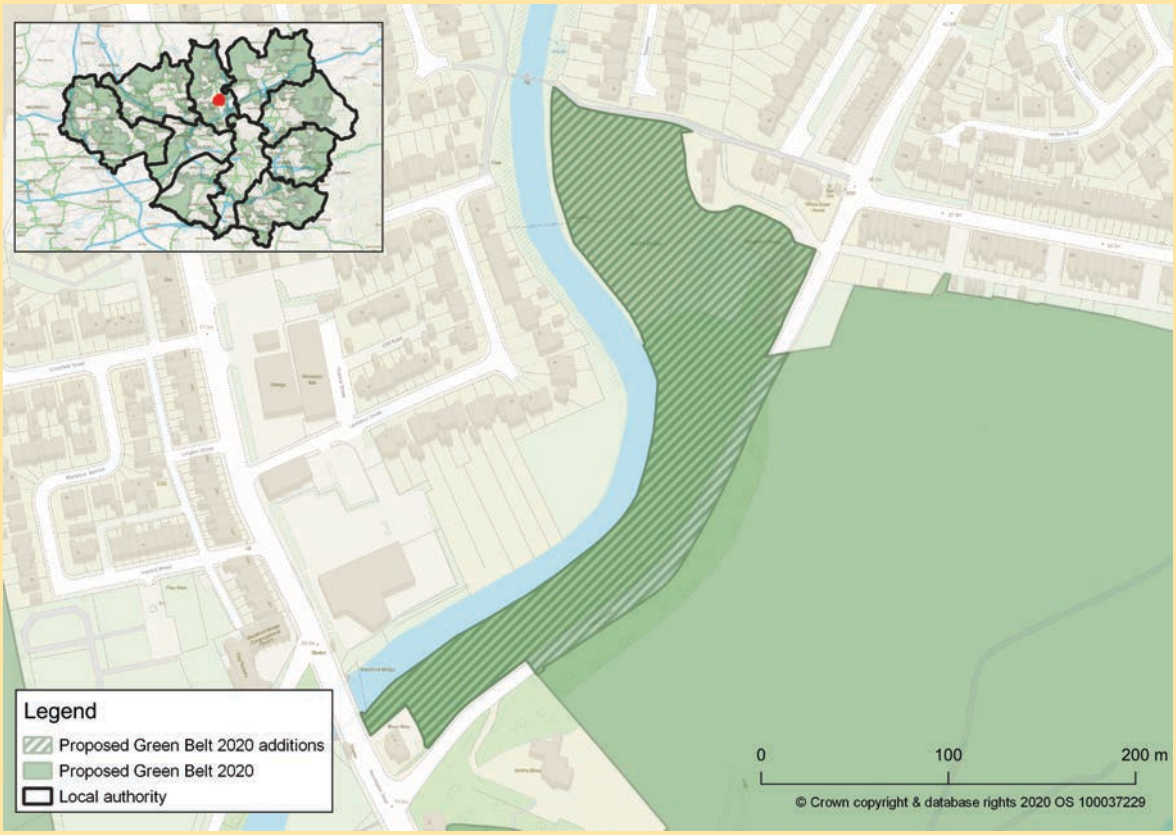
Off New Road, Radcliffe



Picture B.8 GBA 7 Off New Road, Radcliffe

Policy Green Belt Addition 8

Hollins Brow



Picture B.9 GBA 8 Hollins Brow

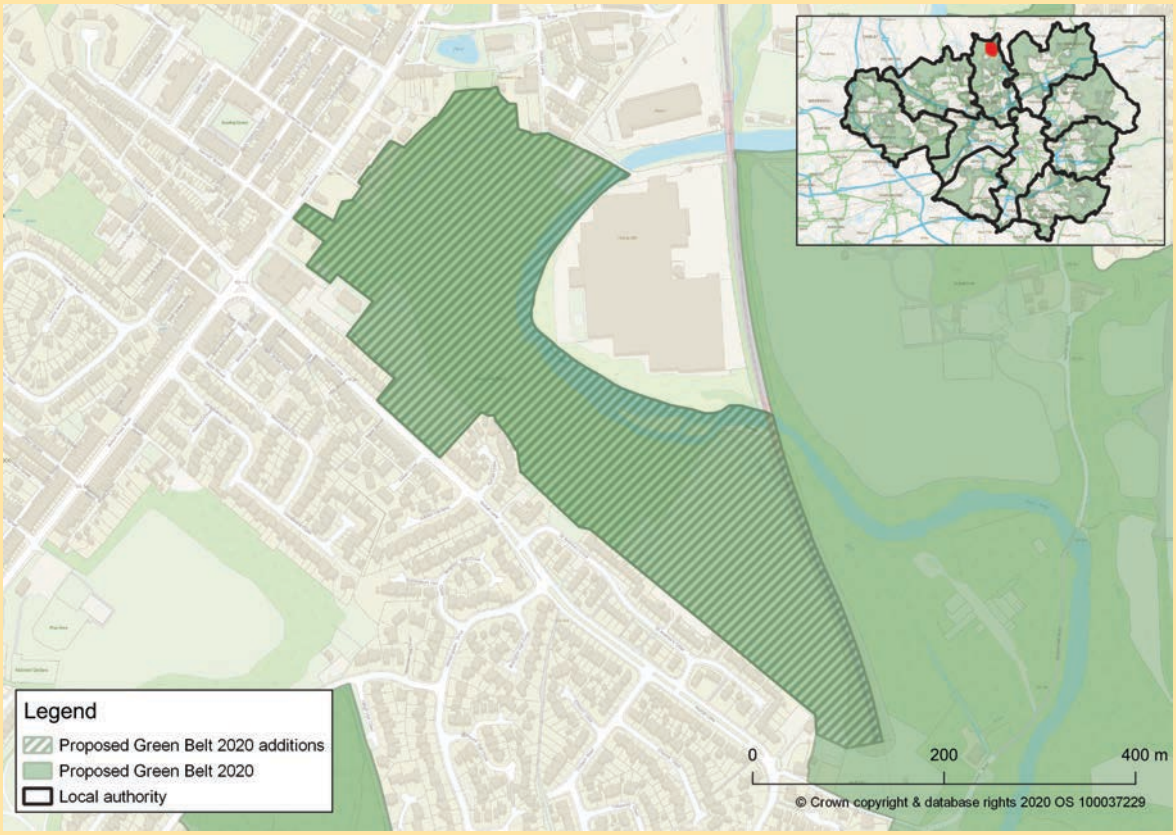
Policy Green Belt Addition 9

Hollybank Street, Radcliffe

Picture B.10 GBA 9 Hollybank Street, Radcliffe

Policy Green Belt Addition 10

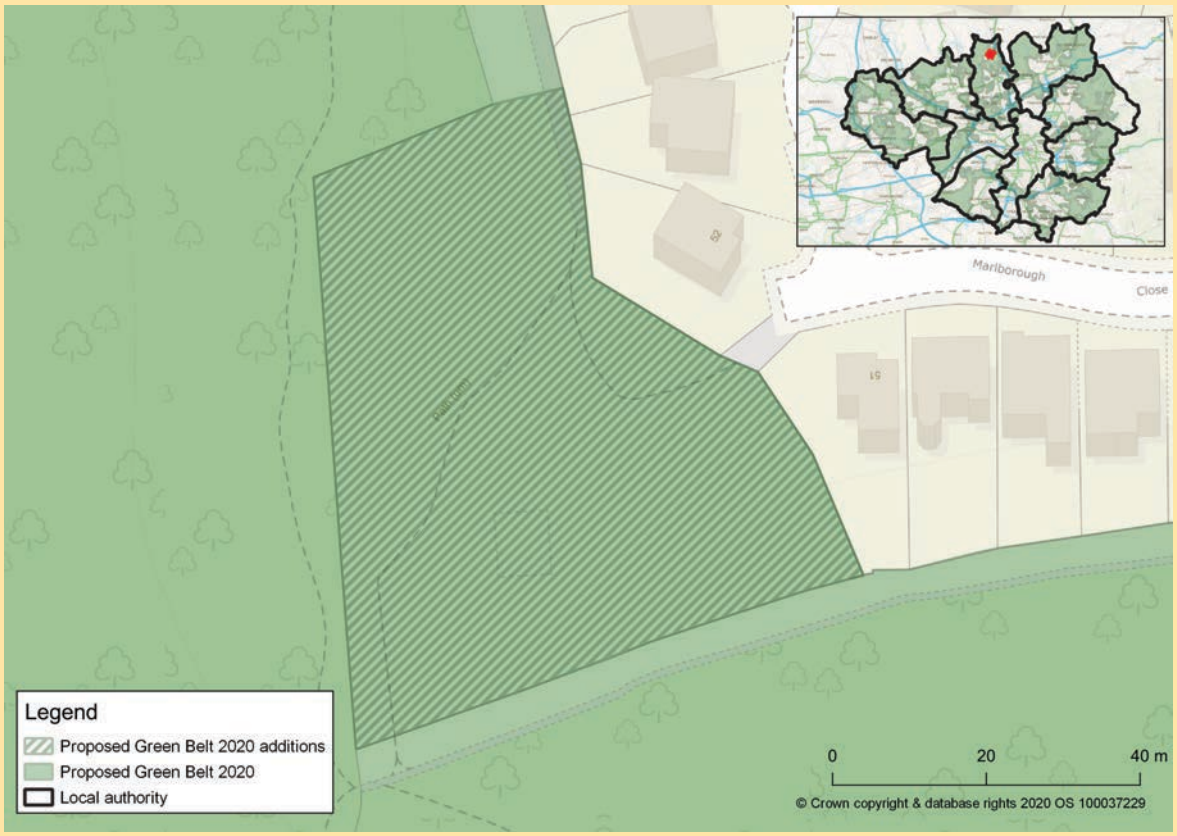
Crow Lumb Wood



Picture B.11 GBA 10 Crow Lumb Wood

Policy Green Belt Addition 11

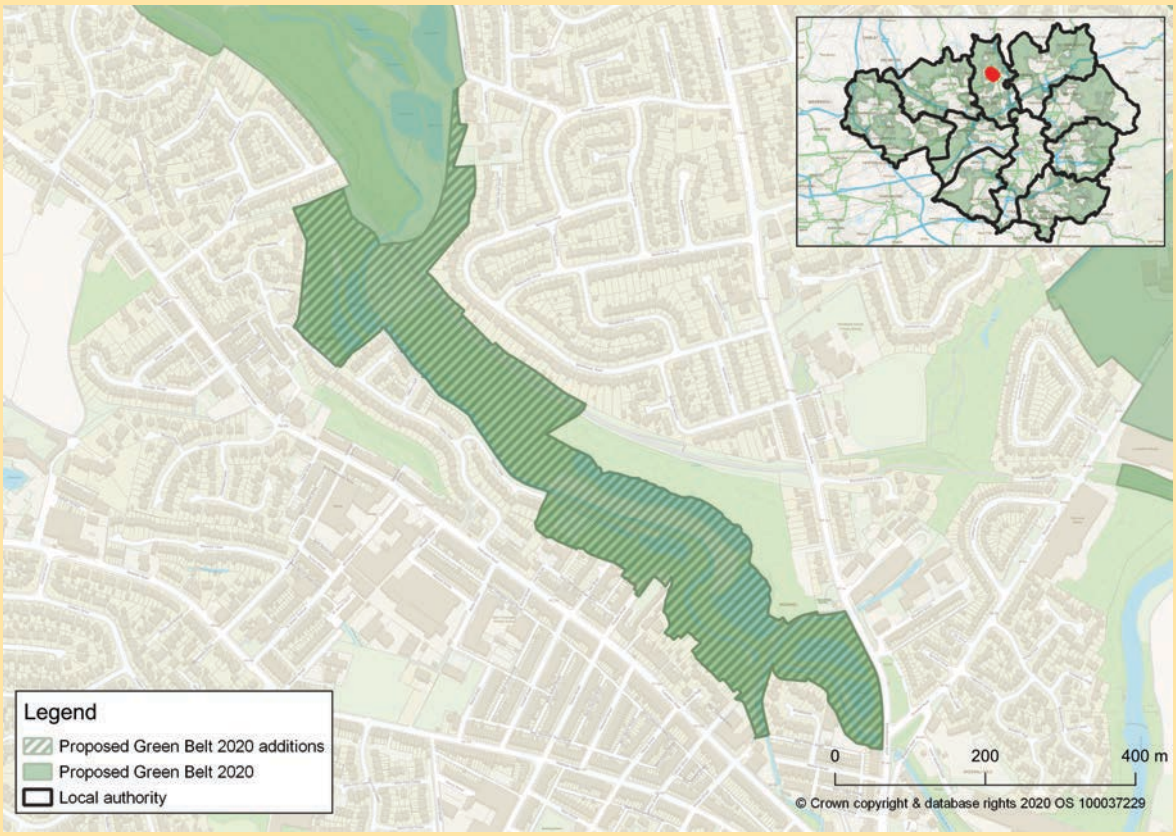
Nuttall West, Ramsbottom



Picture B.12 GBA 11 Nuttall West, Ramsbottom

Policy Green Belt Addition 12

Woolfold, Bury



Picture B.13 GBA 12 Woolfold, Bury

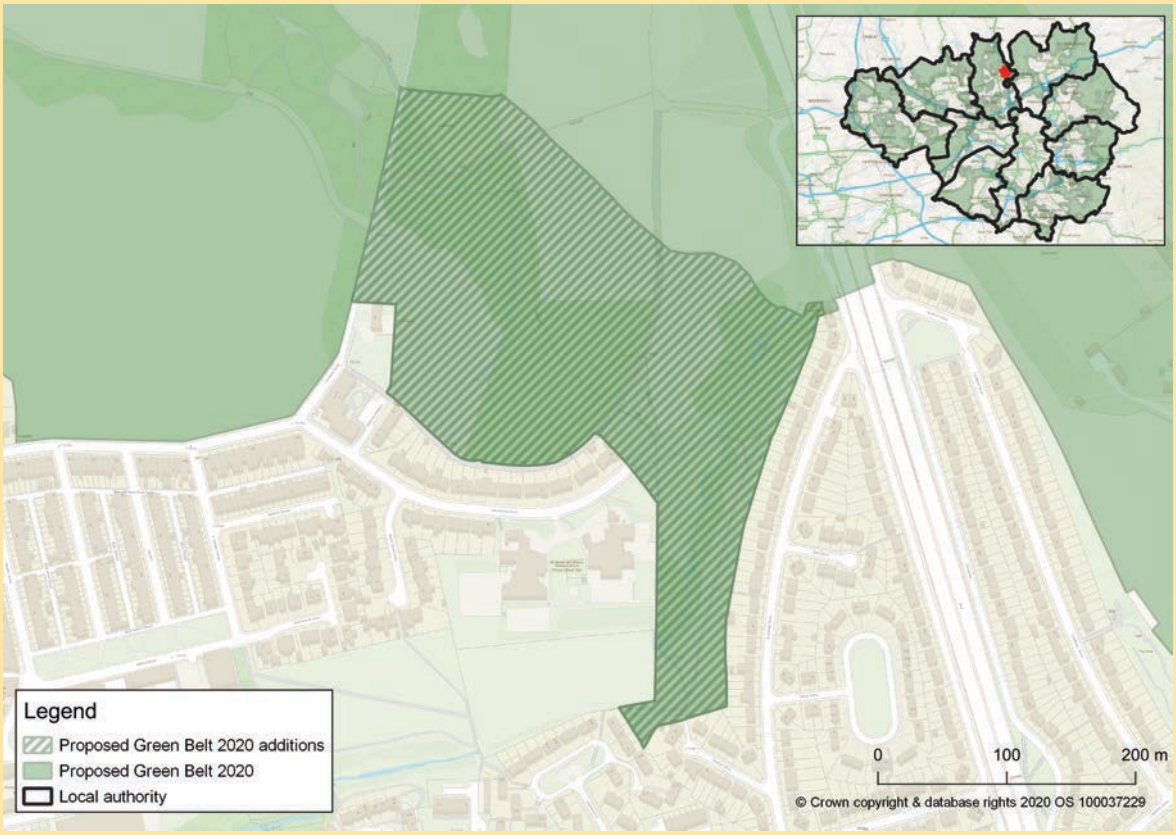
Policy Green Belt Addition 13

Nuttall East, Ramsbottom

Picture B.14 GBA 13 Nuttall East, Ramsbottom

Policy Green Belt Addition 14

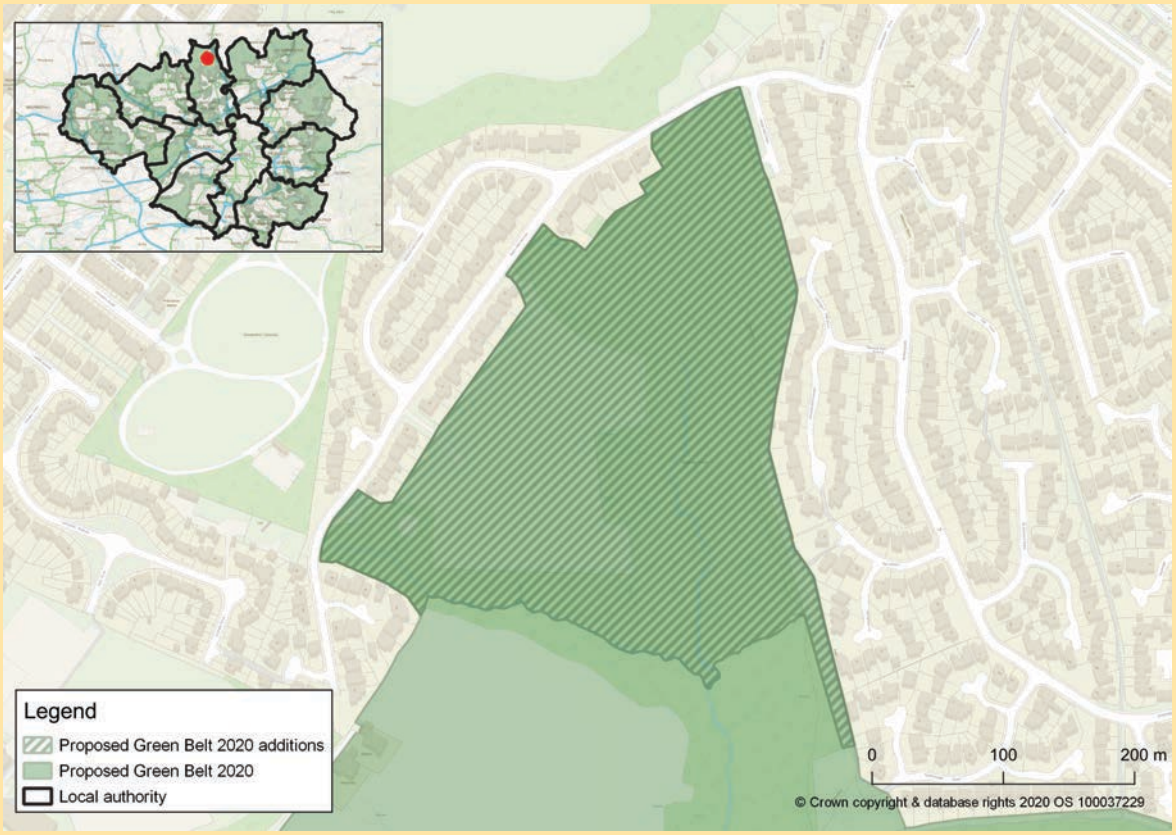
Chesham, Bury



Picture B.15 GBA 14 Chesham, Bury

Policy Green Belt Addition 15

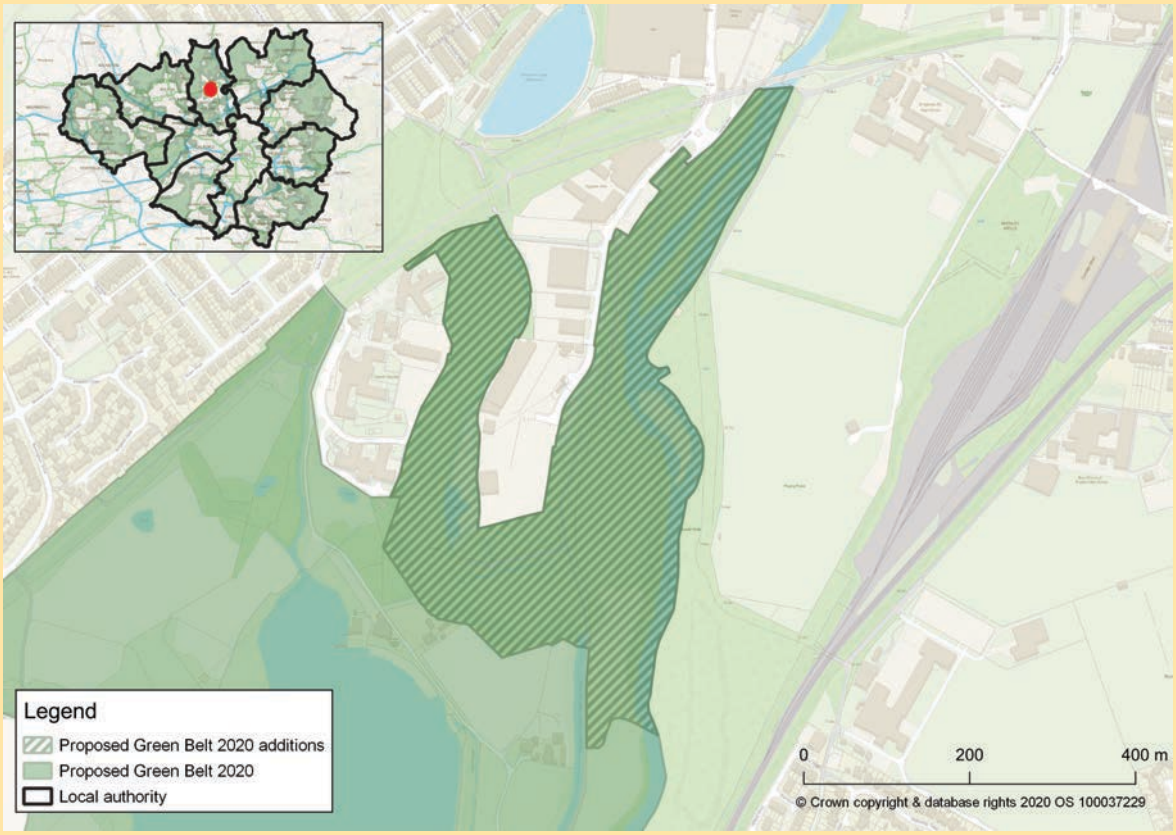
Broad Hey Wood North



Picture B.16 GBA 15 Broad Hey Wood North

Policy Green Belt Addition 16

Lower Hinds

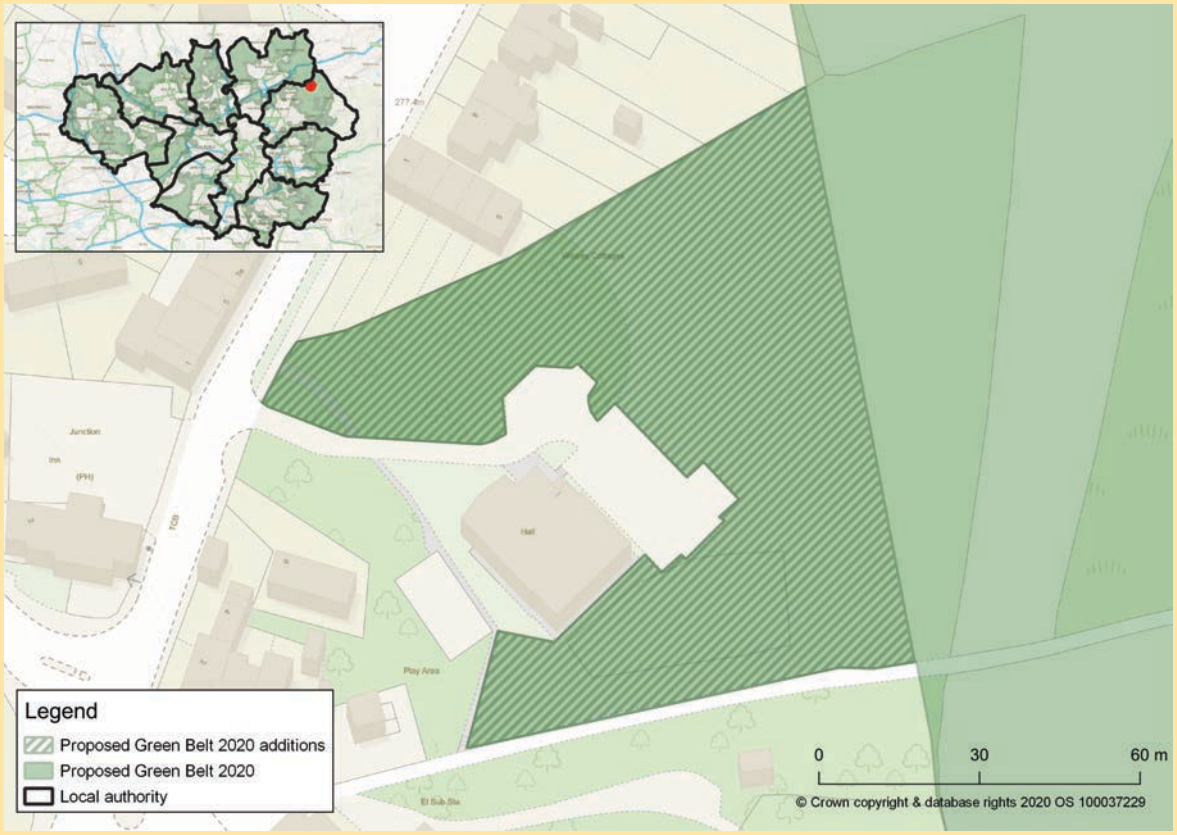


Picture B.17 GBA 16 Lower Hinds

Additions to the Green Belt in Oldham

Policy Green Belt Addition 17

Land behind Denshaw Village Hall

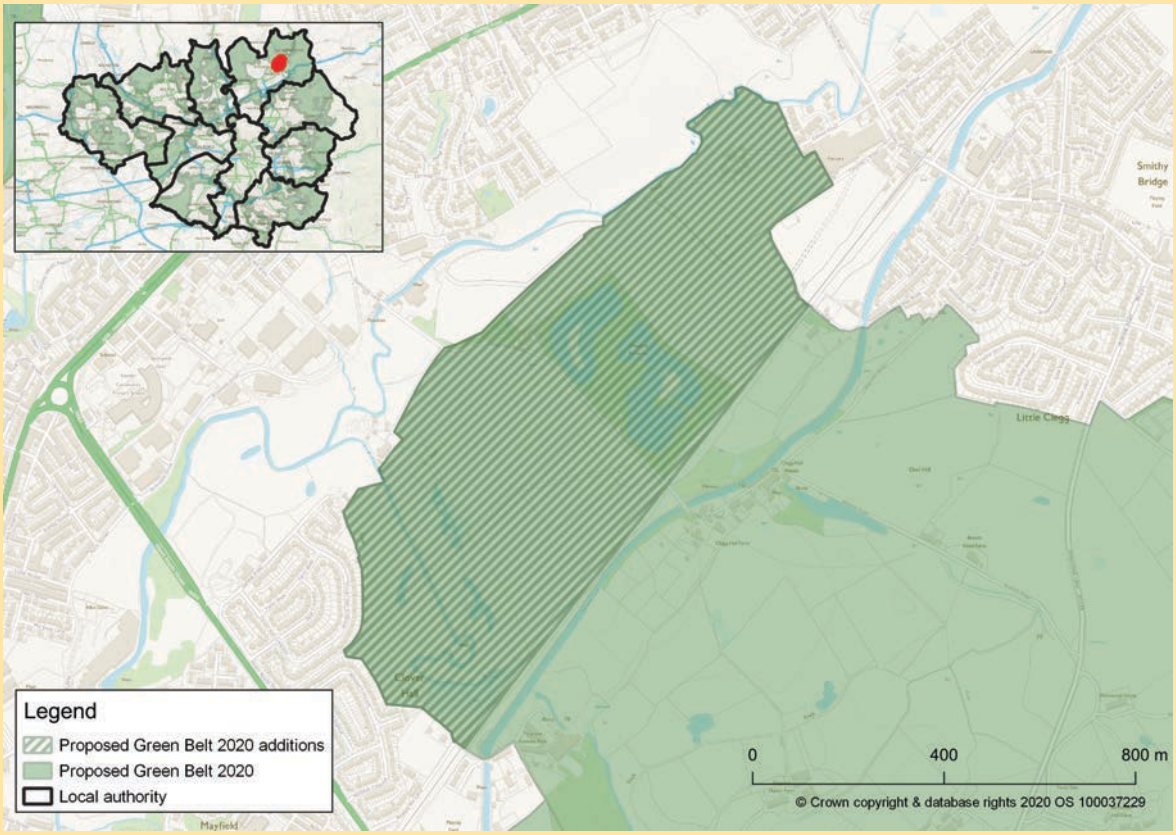


Picture B.18 GBA 17 Land behind Denshaw Village Hall

Additions to the Green Belt in Rochdale

Policy Green Belt Addition 18

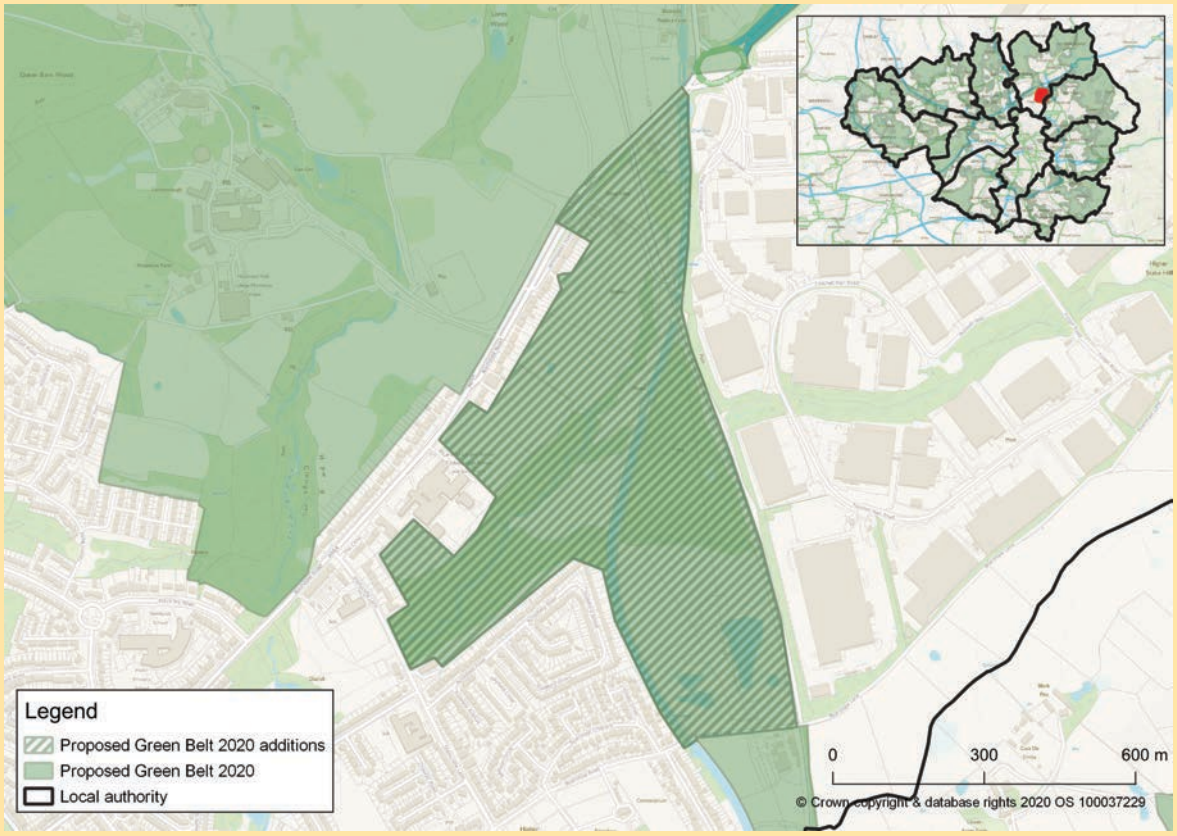
Land within the Roch Valley, Smallbridge



Picture B.19 GBA 18 Land within the Roch Valley, Smallbridge

Policy Green Belt Addition 19

Land to west of Stakehill Business Park



Picture B.20 GBA 19 Land to west of Stakehill Business Park

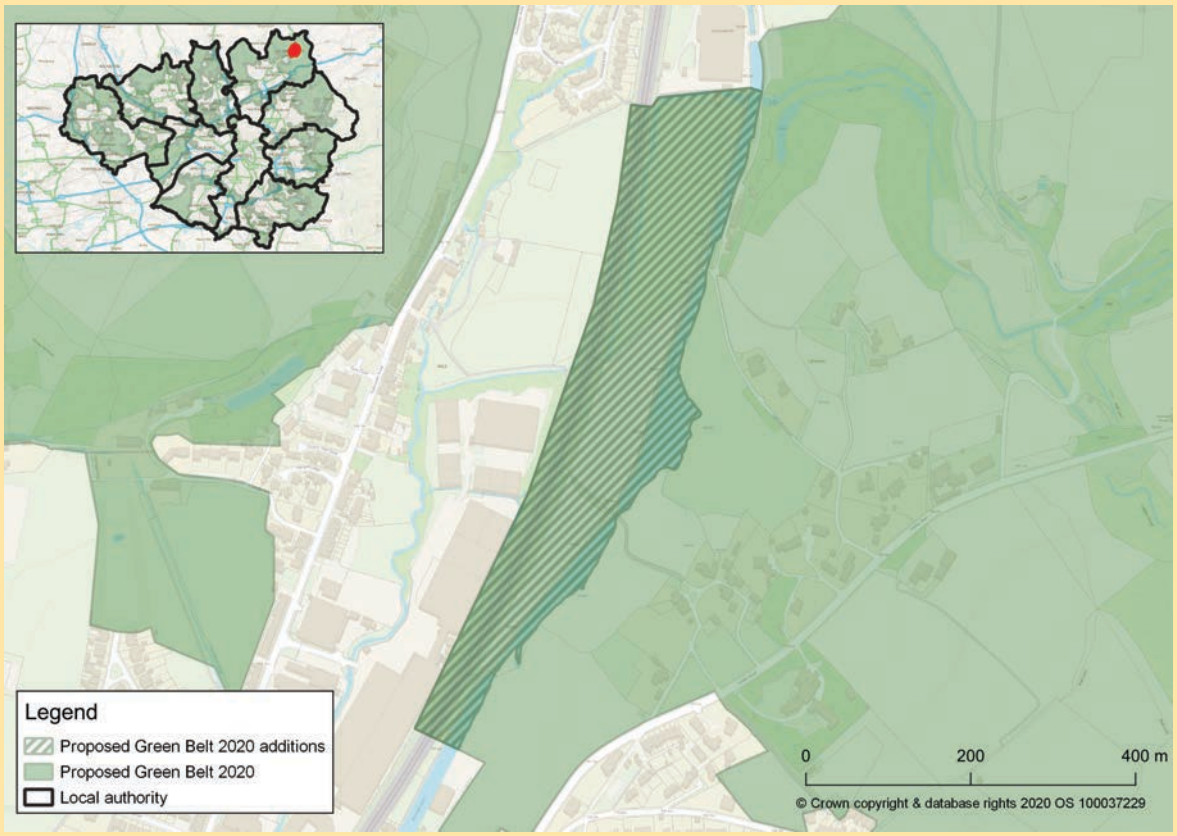
Policy Green Belt Addition 20

Land at Firgrove Playing Fields, Rochdale

Picture B.21 GBA 20 Land at Firgrove Playing Fields, Rochdale

Policy Green Belt Addition 21

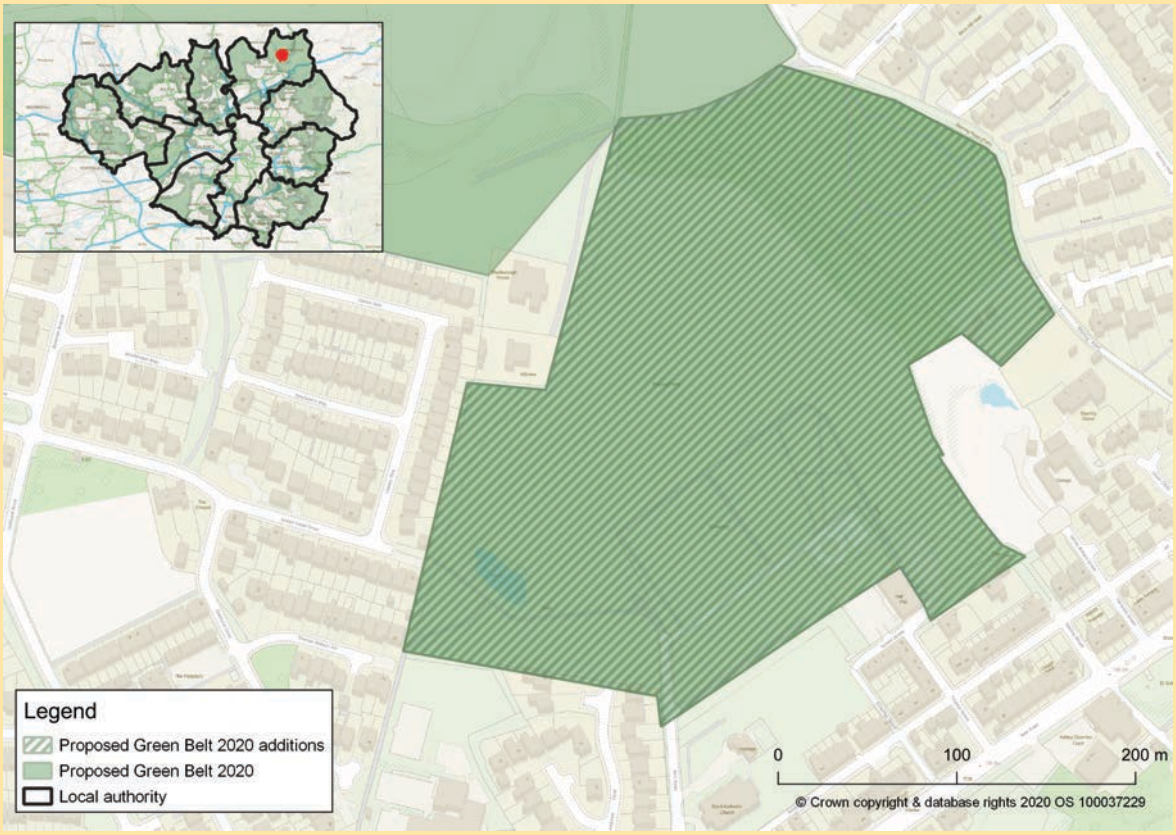
Land between railway line and Rochdale Canal, Littleborough



Picture B.22 GBA 21 Land between railway line and Rochdale Canal, Littleborough

Policy Green Belt Addition 22

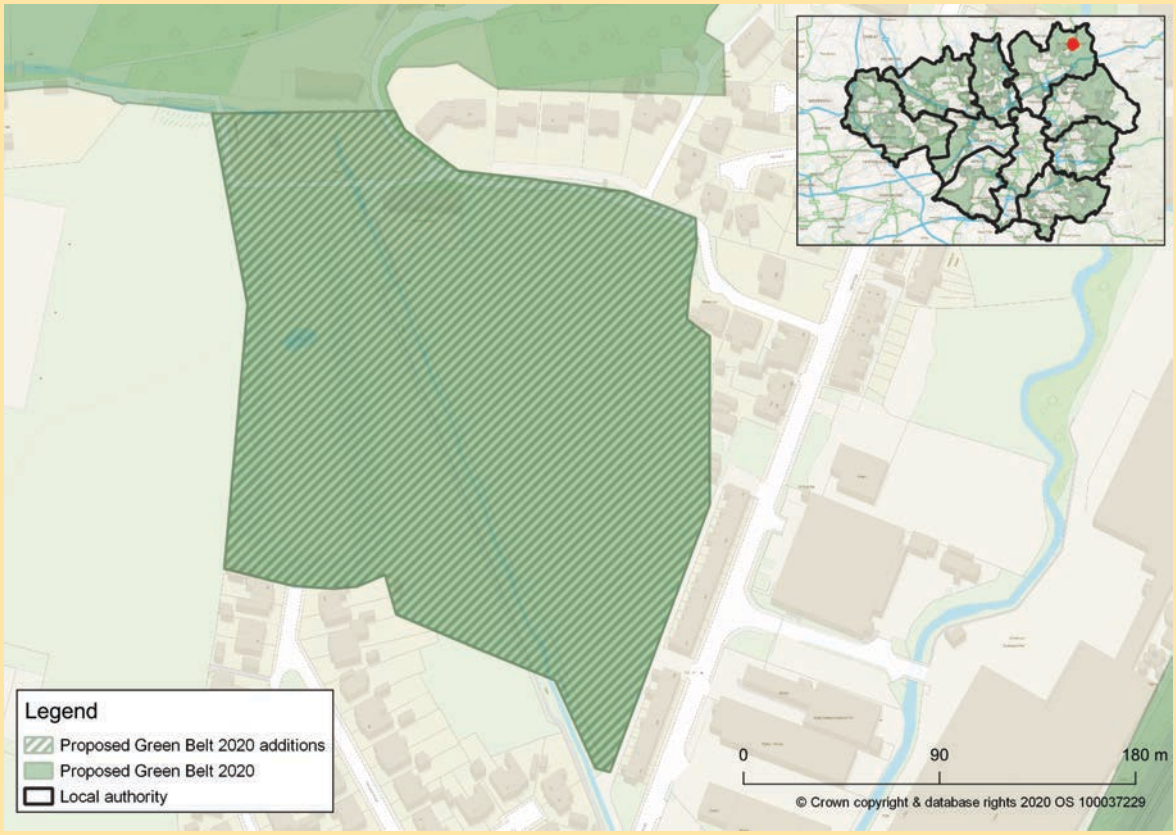
Land north of St Andrew's Church, Dearnley



Picture B.23 GBA 22 Land north of St Andrew's Church, Dearnley

Policy Green Belt Addition 23

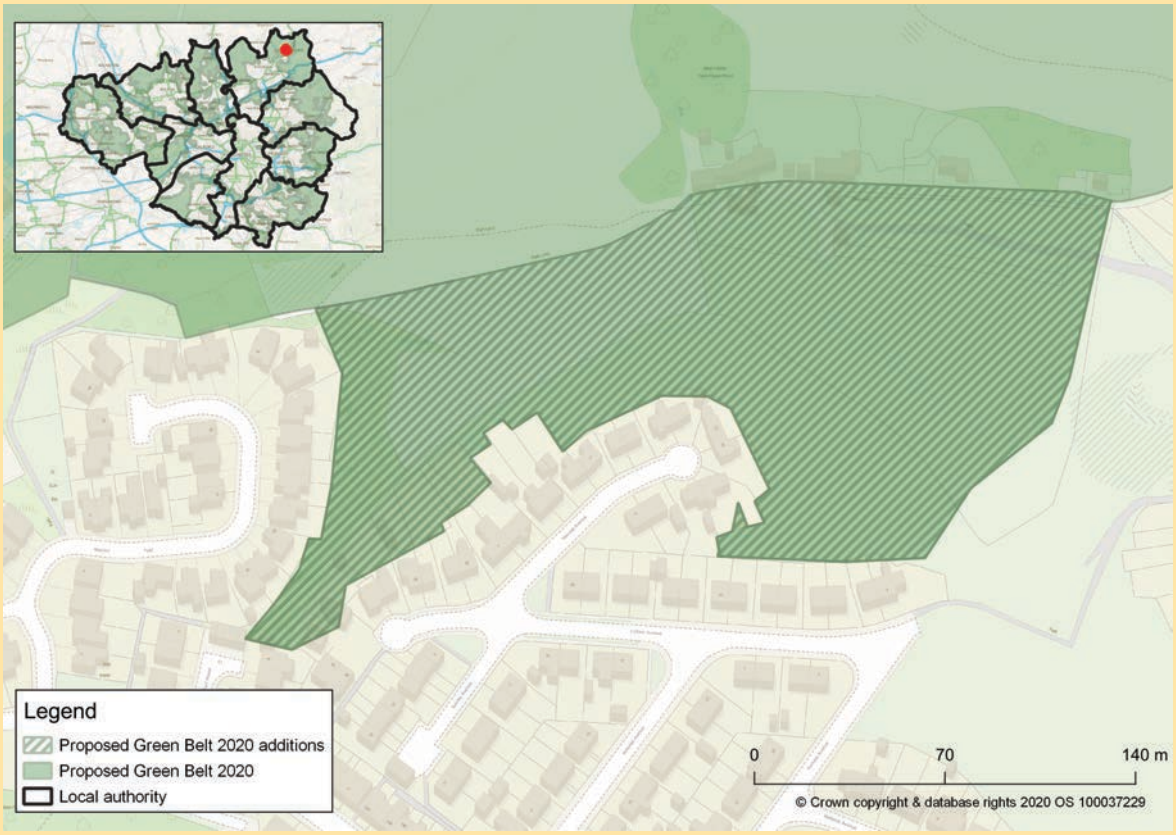
Land at Townhouse Brook, Littleborough



Picture B.24 GBA 23 Land at Townhouse Brook, Littleborough

Policy Green Belt Addition 24

Land north of Shore, Littleborough



Picture B.25 GBA 24 Land north of Shore, Littleborough

Policy Green Belt Addition 25

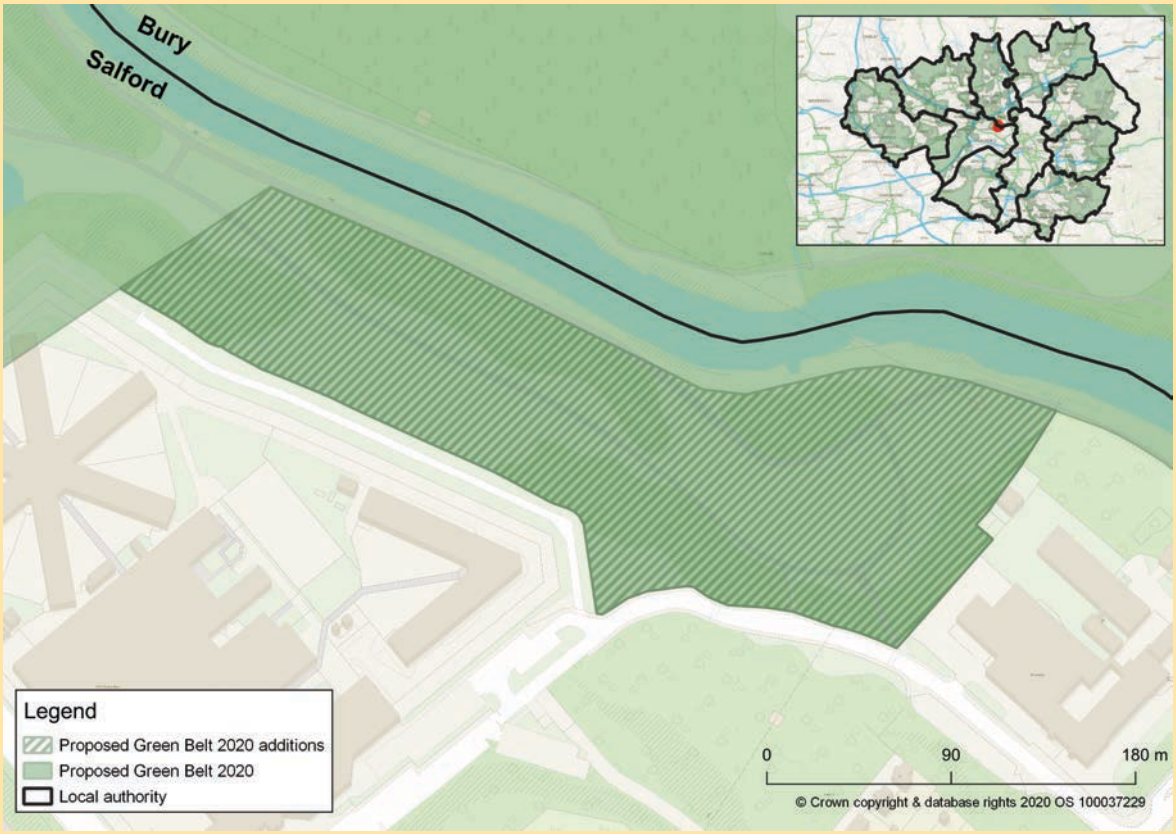
Land at Summit, Heywood

Picture B.26 GBA 25 Land at Summit, Heywood

Additions to the Green Belt in Salford

Policy Green Belt Addition 26

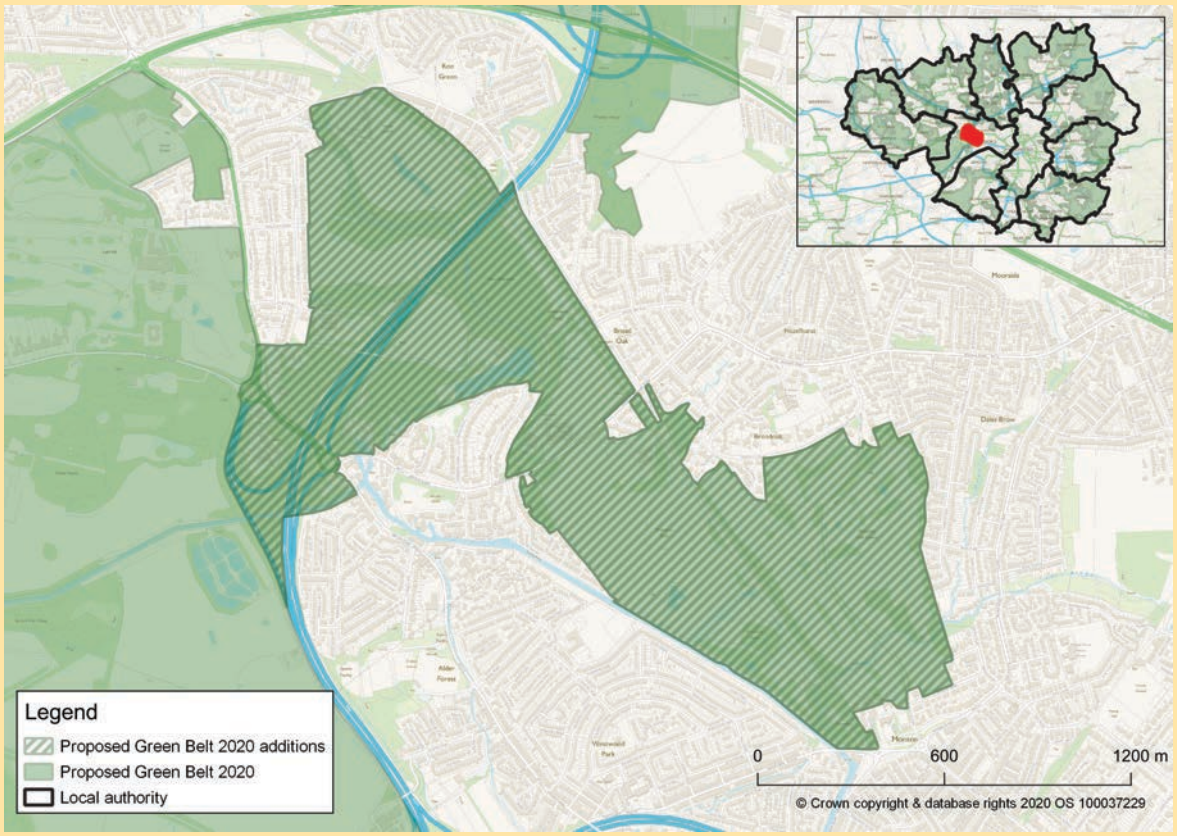
Land South East of Slack Brook Open Space



Picture B.27 GBA 26 Land South East of Slack Brook Open Space

Policy Green Belt Addition 27

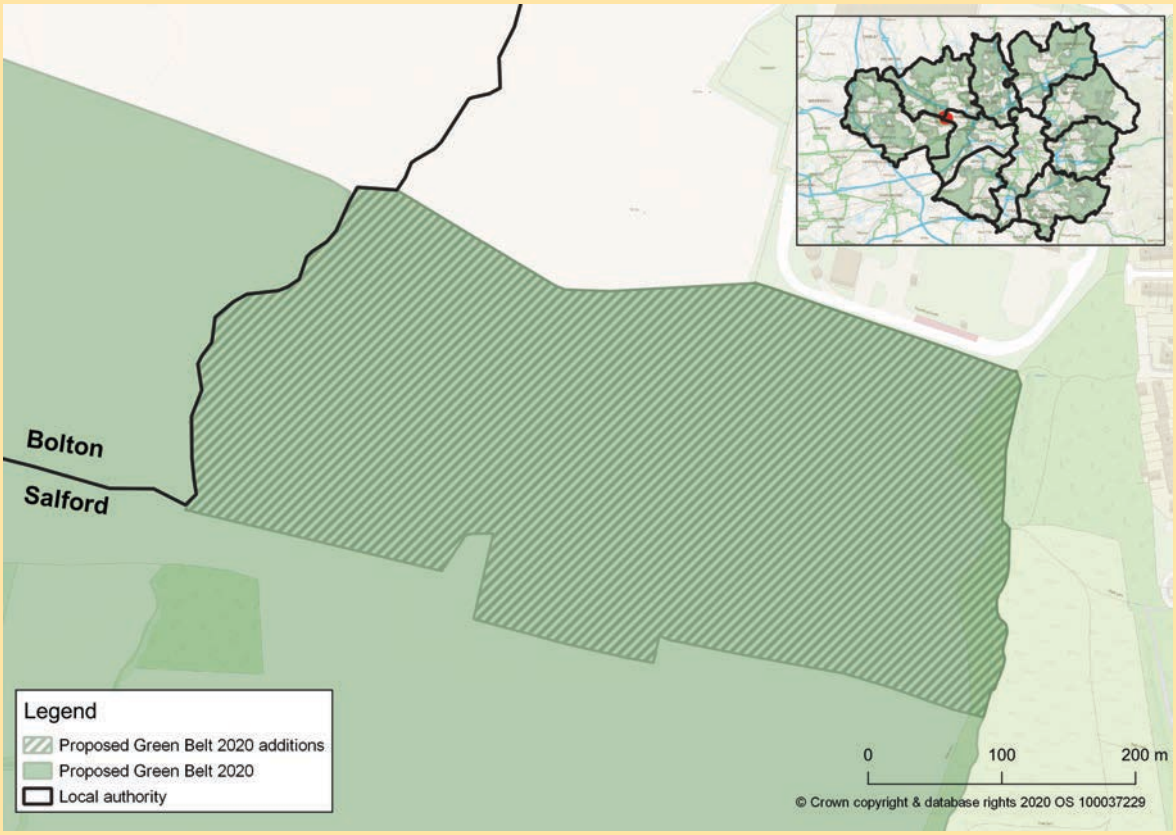
West Salford Greenway



Picture B.28 GBA 27 West Salford Greenway

Policy Green Belt Addition 28

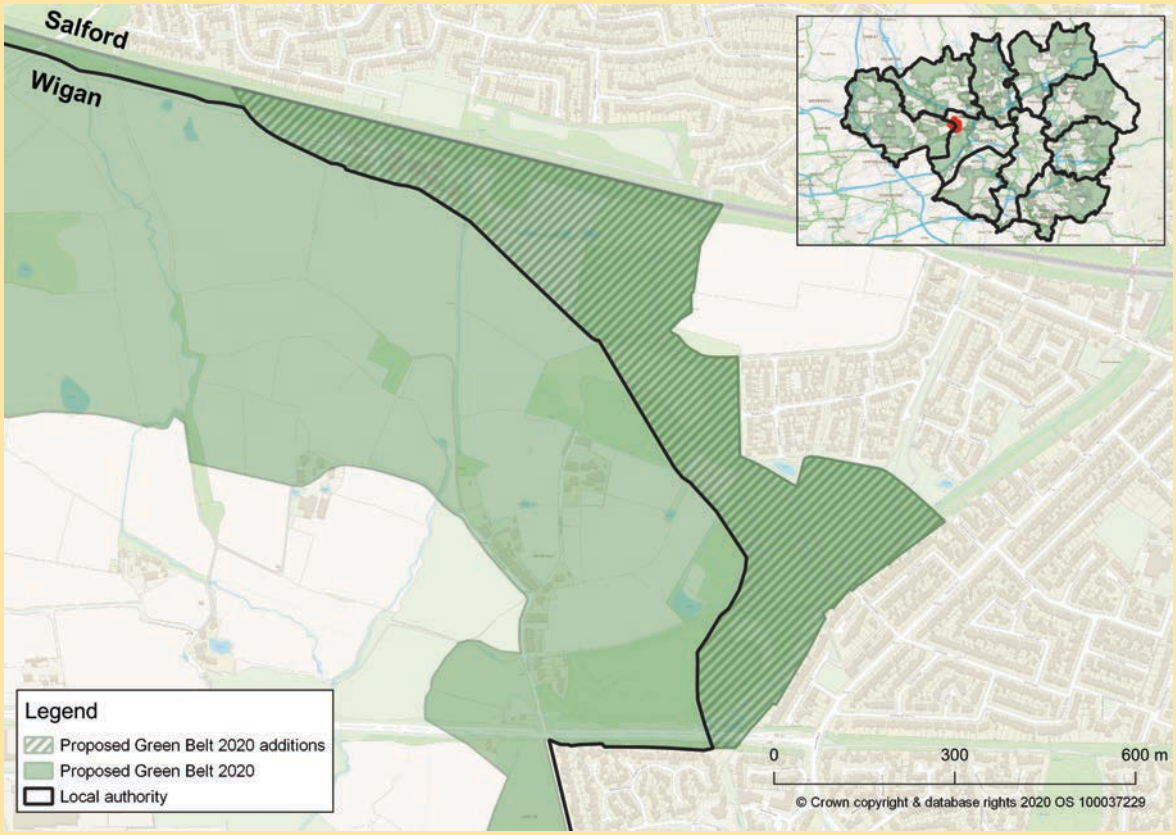
Part of Logistics North Country Park



Picture B.29 GBA 28 Part of Logistics North Country Park

Policy Green Belt Addition 29

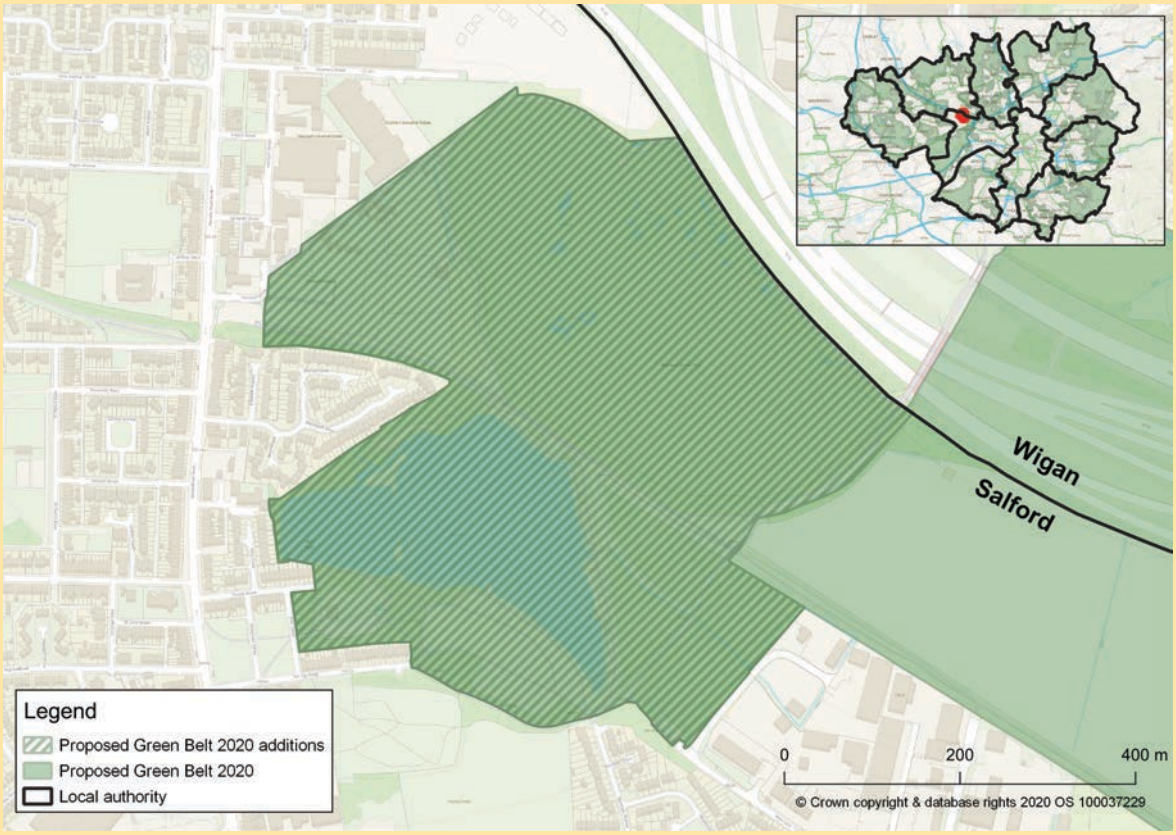
Land West of Burgess Farm



Picture B.30 GBA 29 Land West of Burgess Farm

Policy Green Belt Addition 30

Blackleach Country Park



Picture B.31 GBA 30 Blackleach Country Park

Additions to the Green Belt in Stockport

Policy Green Belt Addition 31

Railway embankment at Hyde Bank, Romiley

Picture B.32 GBA 31 Railway embankment at Hyde Bank, Romiley

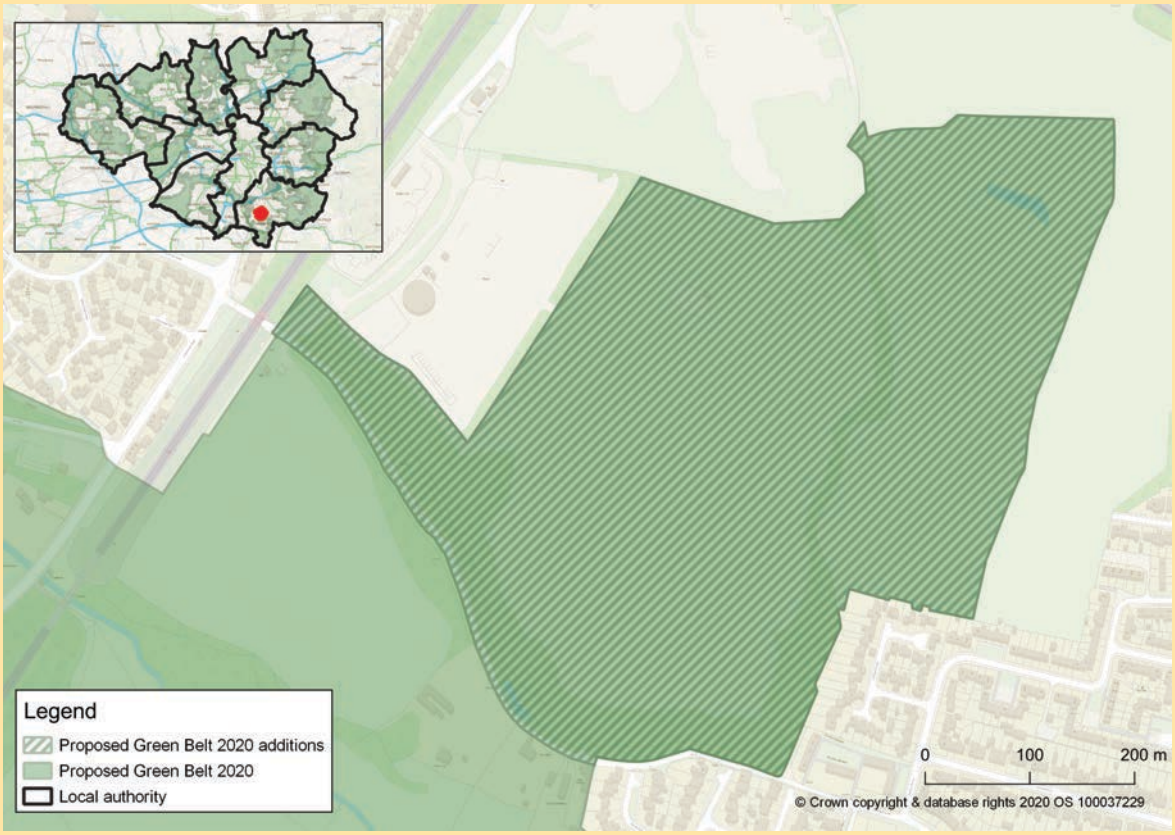
Policy Green Belt Addition 32

Star Field

Picture B.33 GBA 32 Star Field

Policy Green Belt Addition 33

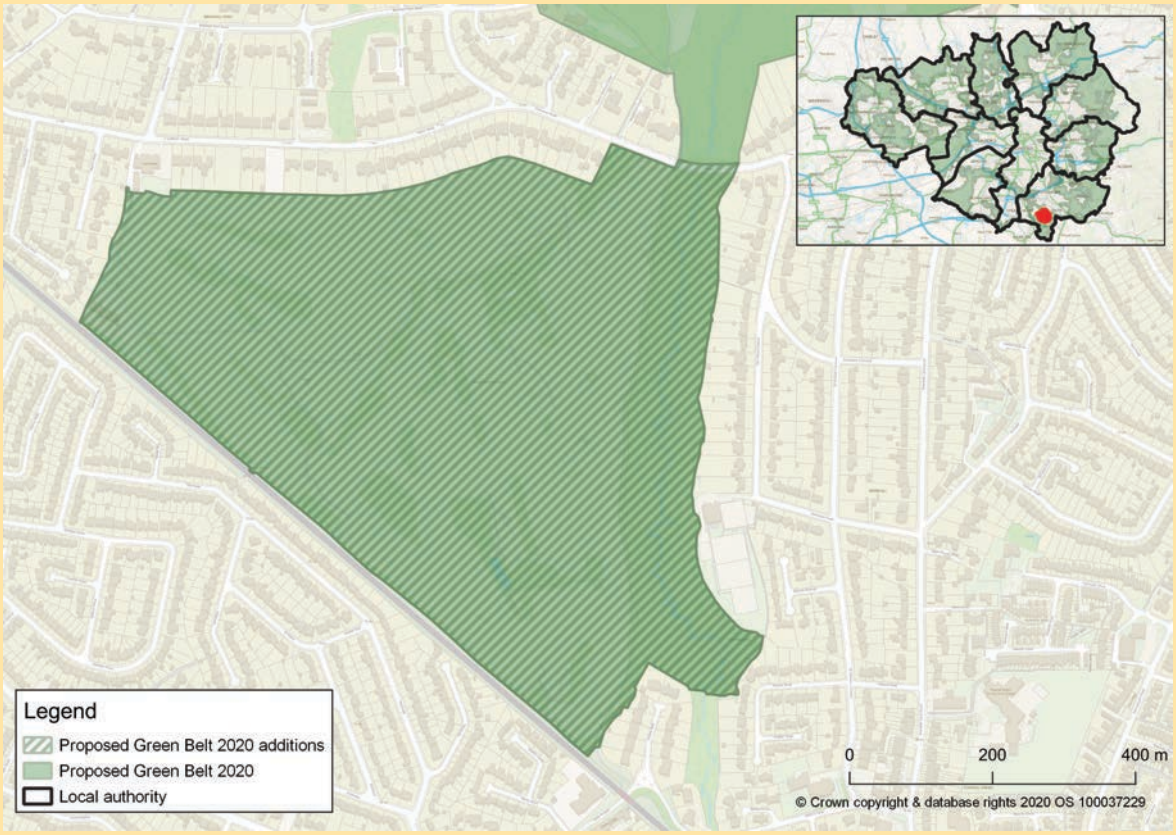
Adswood Open Space



Picture B.34 GBA 33 Adswood Open Space

Policy Green Belt Addition 34

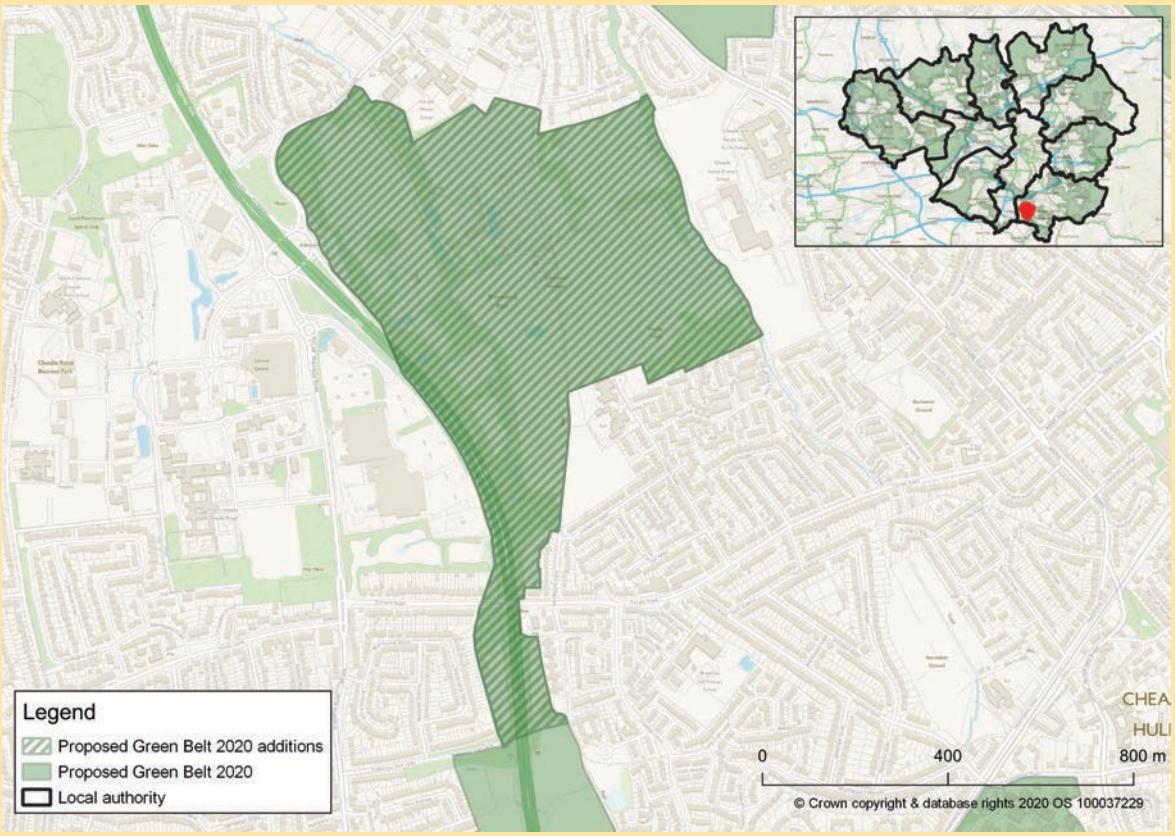
Bramhall Park Golf Club



Picture B.35 GBA 34 Bramhall Park Golf Club

Policy Green Belt Addition 35

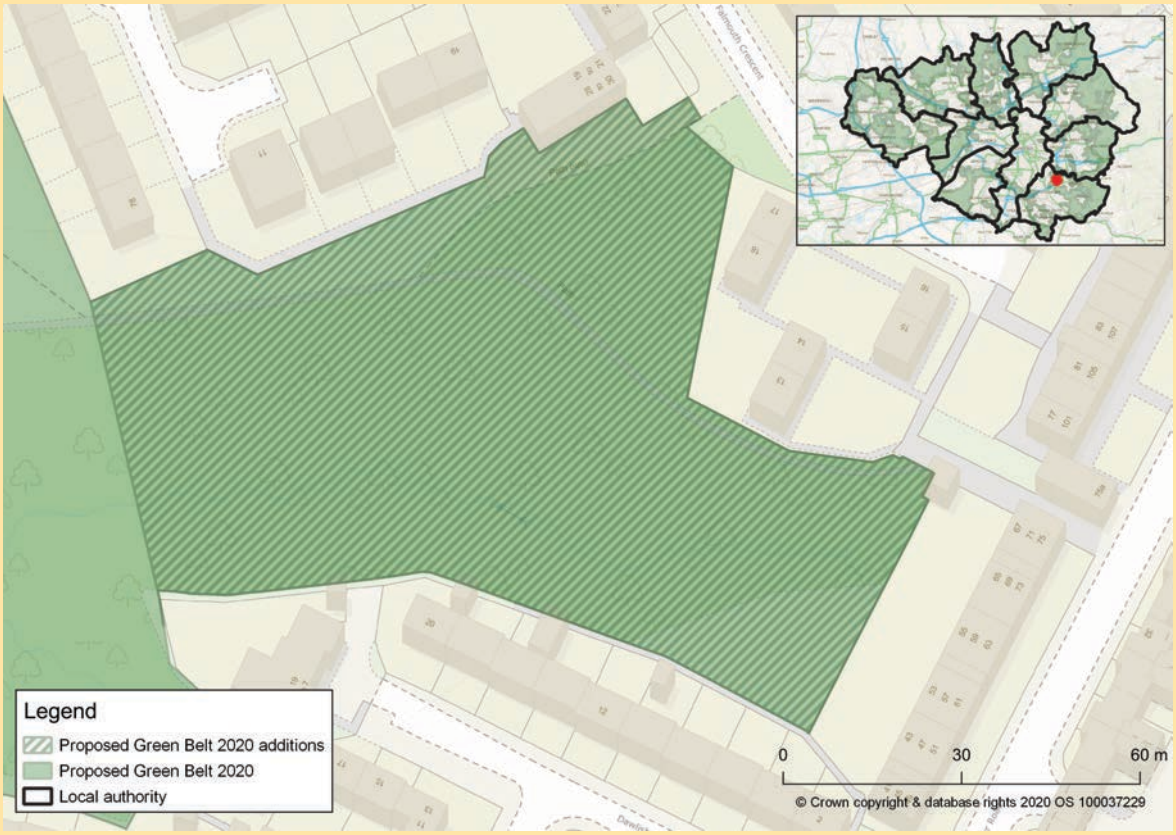
Bruntwood Park



Picture B.36 GBA 35 Bruntwood Park

Policy Green Belt Addition 36

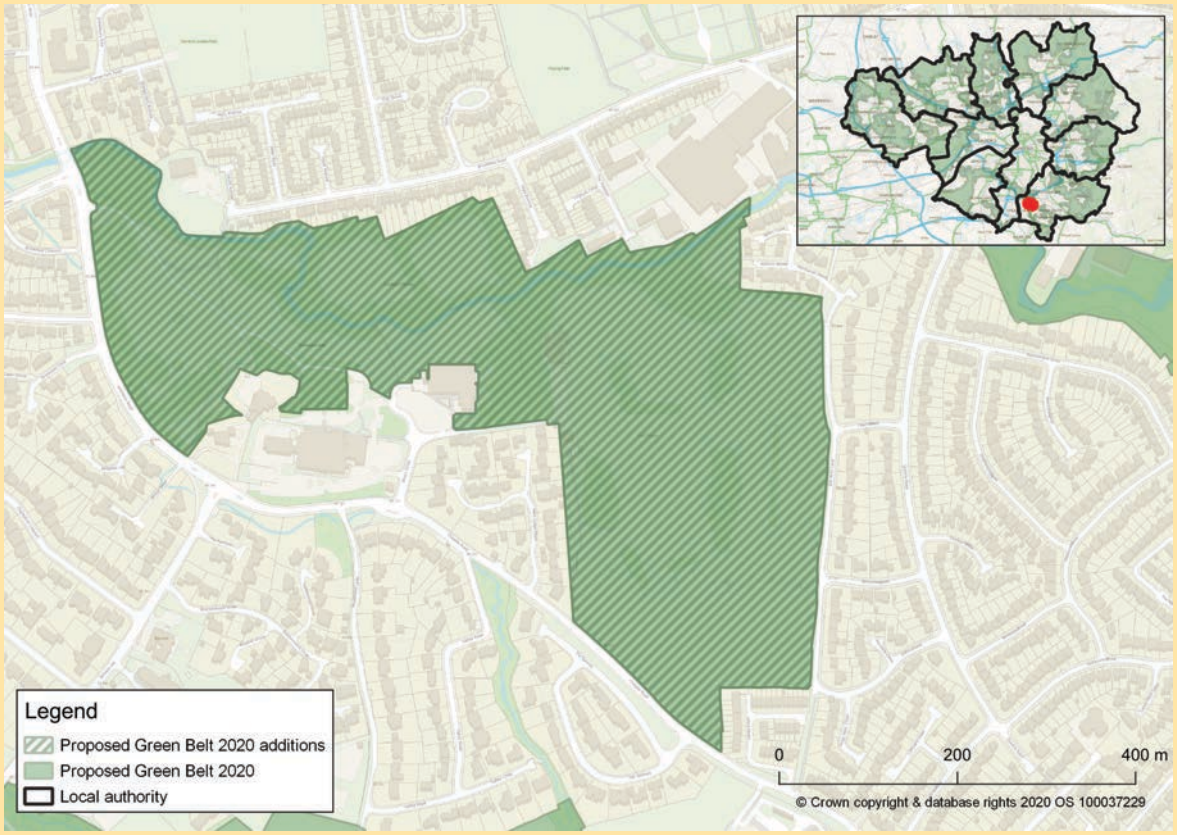
Dartmouth Crescent



Picture B.37 GBA 36 Dartmouth Crescent

Policy Green Belt Addition 37

Brookfield Park / Cheadle Golf Club

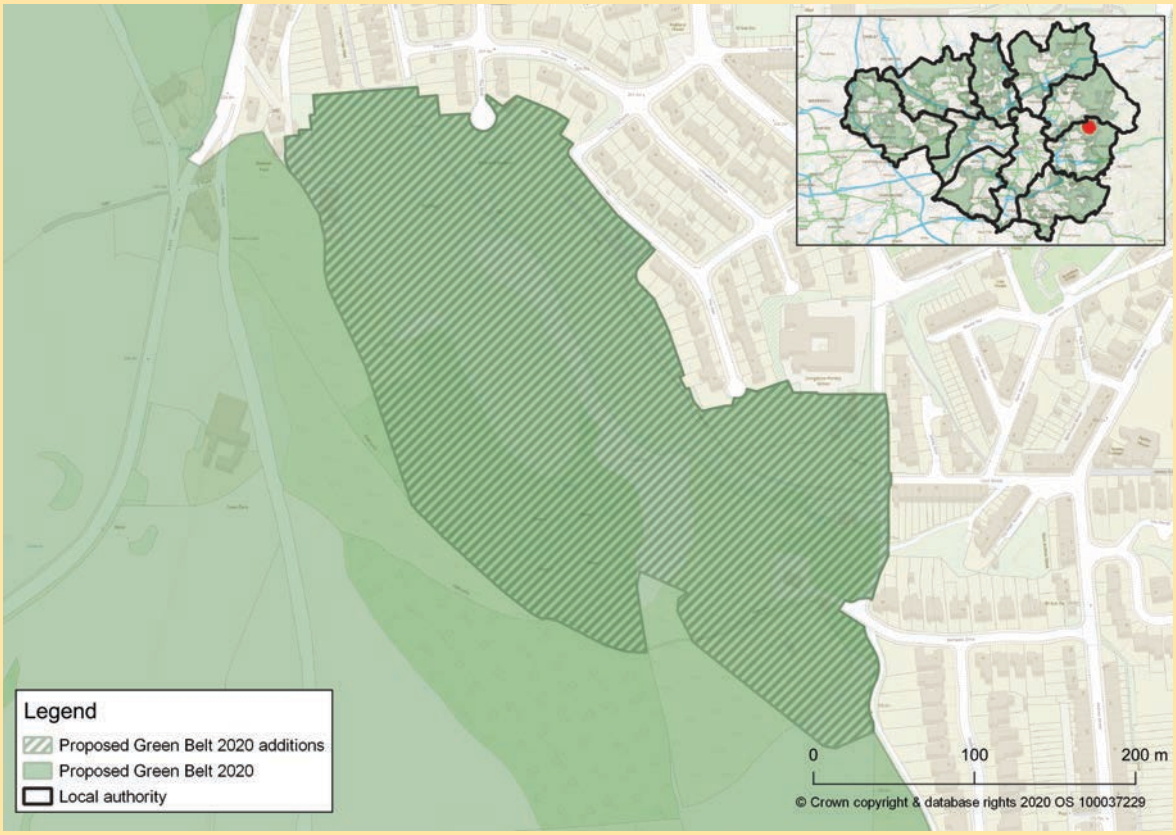


Picture B.38 GBA 37 Brookfield Park / Cheadle Golf Club

Additions to the Green Belt in Tameside

Policy Green Belt Addition 38

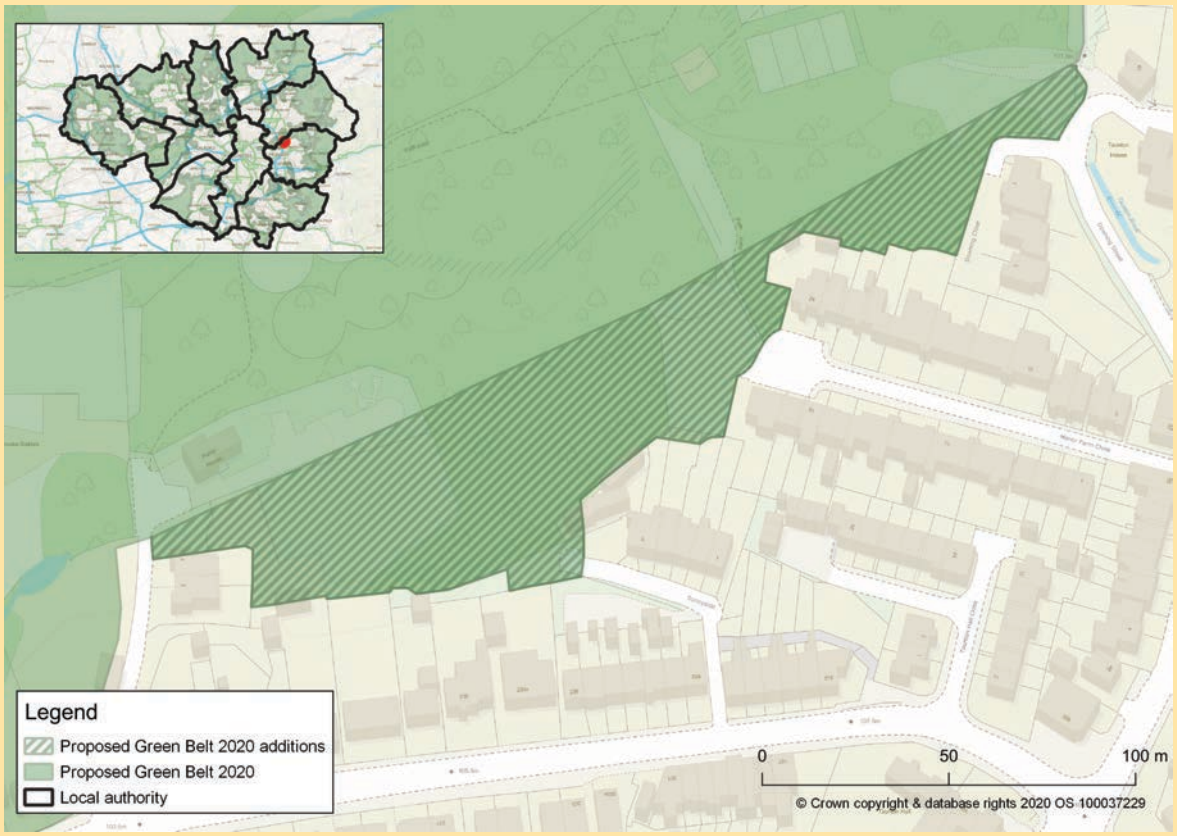
Fox Platt, Mossley



Picture B.39 GBA 38 Fox Platt, Mossley

Policy Green Belt Addition 39

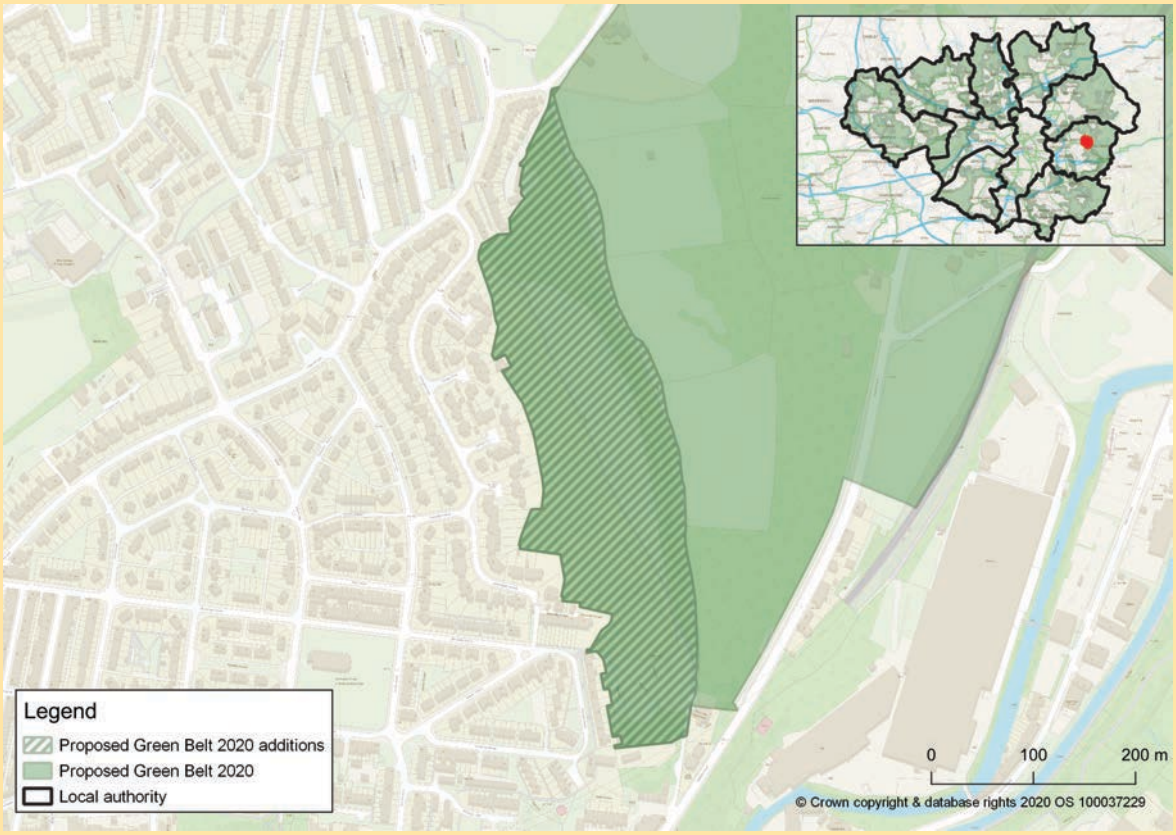
Manor Farm Close, Waterloo, Ashton



Picture B.40 GBA 39 Manor Farm Close, Waterloo, Ashton

Policy Green Belt Addition 40

Ridge Hill Lane, Ridge Hill, Stalybridge



Picture B.41 GBA 40 Ridge Hill Lane, Ridge Hill, Stalybridge

Policy Green Belt Addition 41

Long Row, Carrbrook, Stalybridge

Picture B.42 GBA 41 Long Row, Carrbrook, Stalybridge

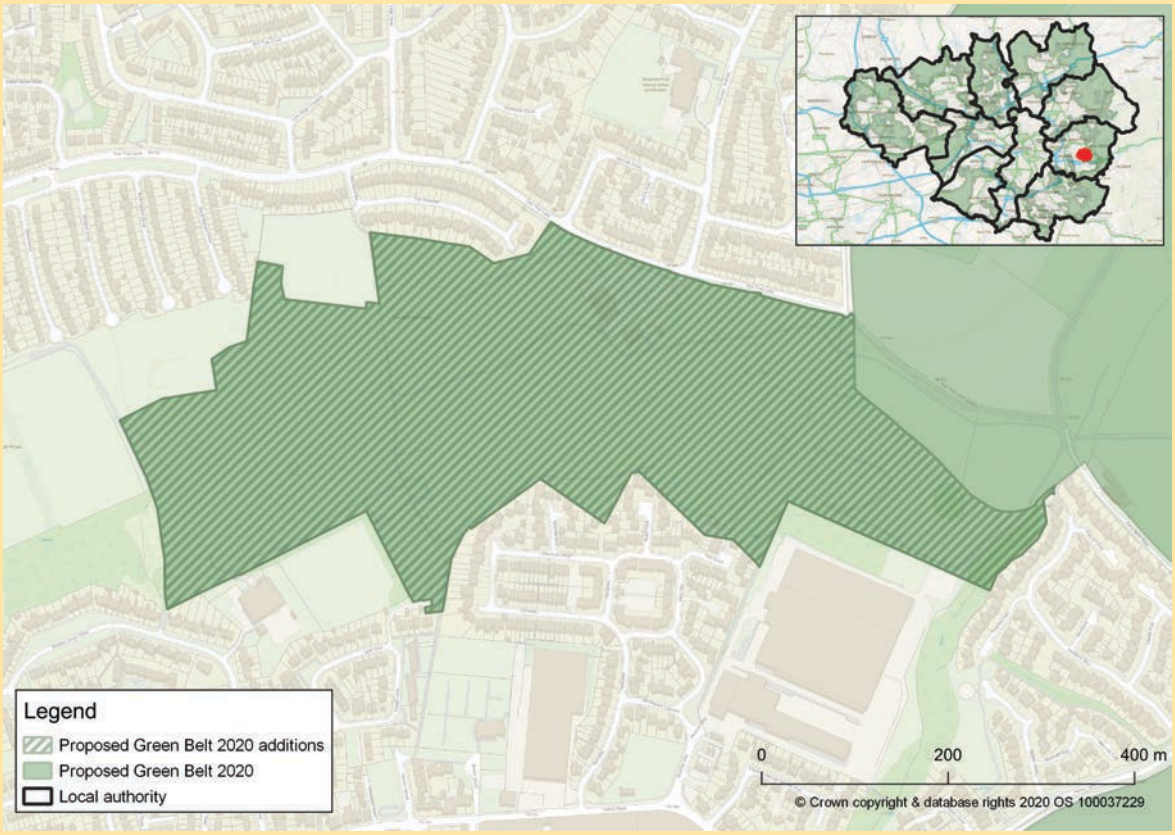
Policy Green Belt Addition 42

South View, Carrbrook, Stalybridge

Picture B.43 GBA 42 South View, Carrbrook, Stalybridge

Policy Green Belt Addition 43

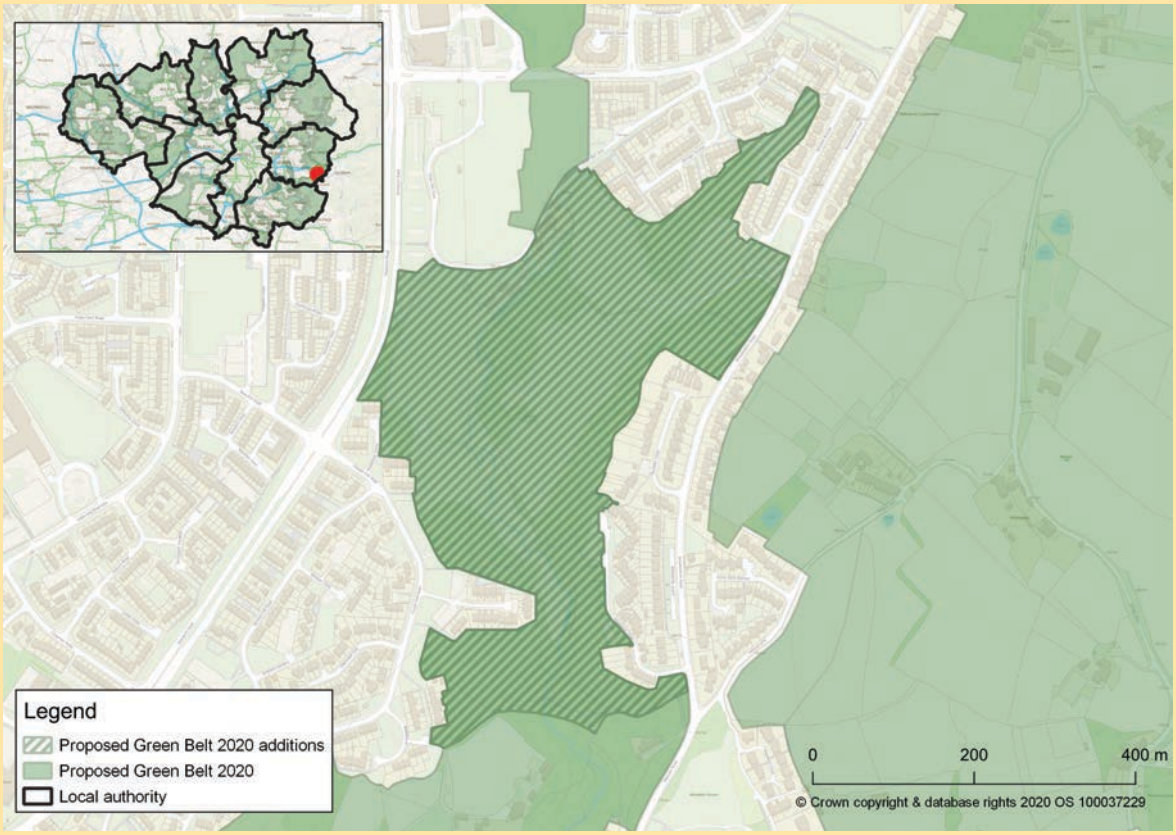
Yew Tree Lane, Dukinfield



Picture B.44 GBA 43 Yew Tree Lane, Dukinfield

Policy Green Belt Addition 44

Broadbottom Road, Broadbottom



Picture B.45 GBA 44 Broadbottom Road, Broadbottom

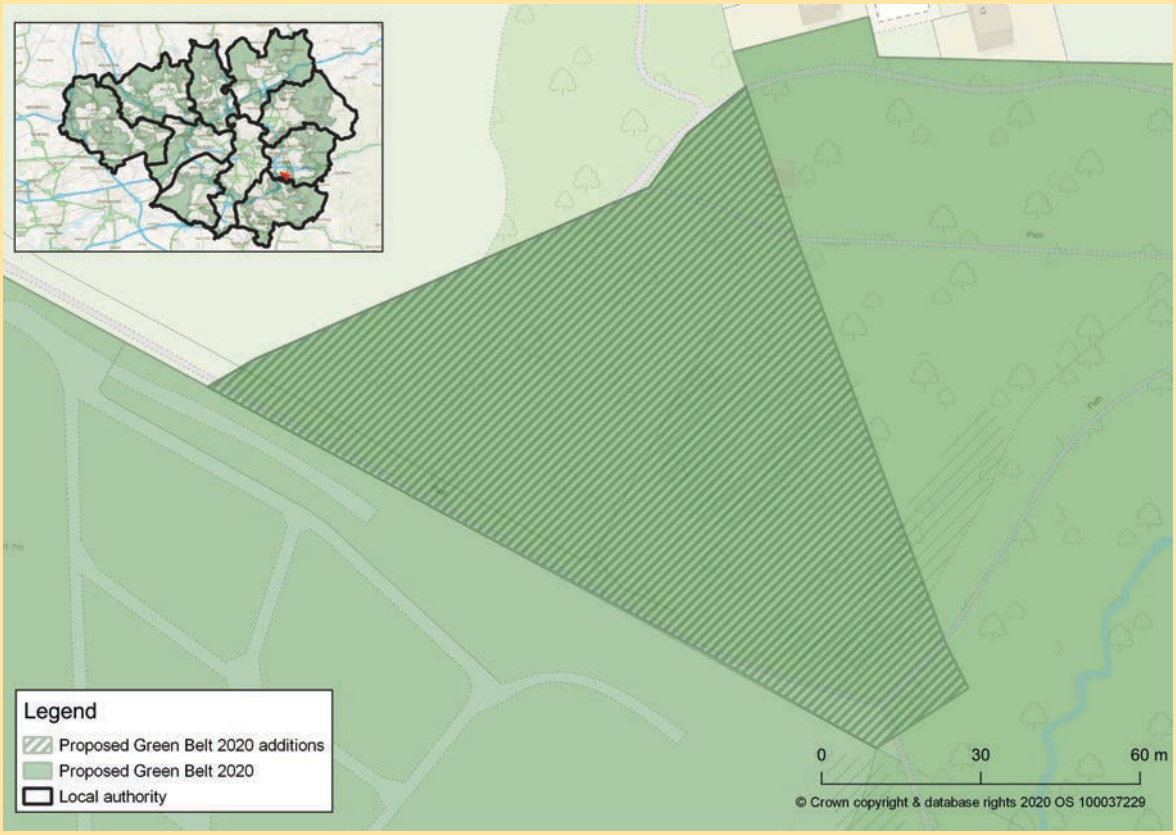
Policy Green Belt Addition 45

Ardenfield, Haughton Green, Denton

Picture B.46 GBA 45 Ardenfield, Haughton Green, Denton

Policy Green Belt Addition 46

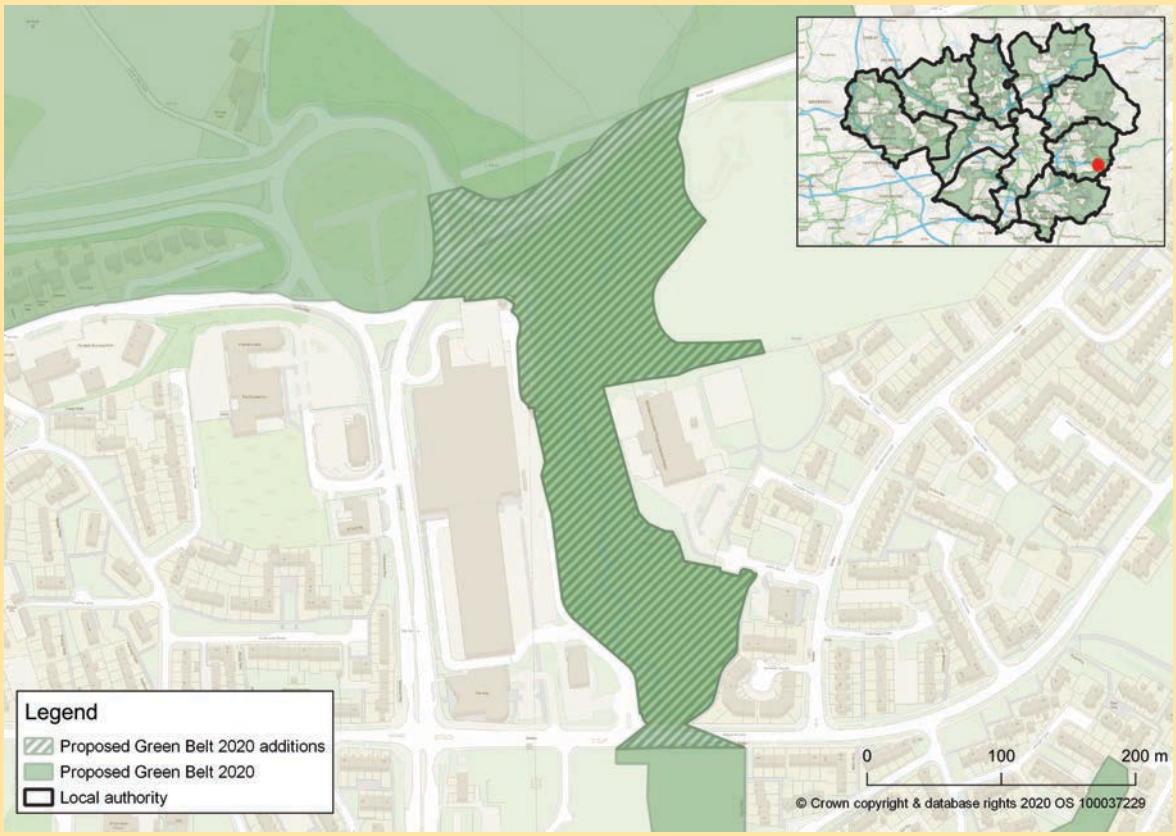
Cemetery Road, Denton



Picture B.47 GBA 46 Cemetery Road, Denton

Policy Green Belt Addition 47

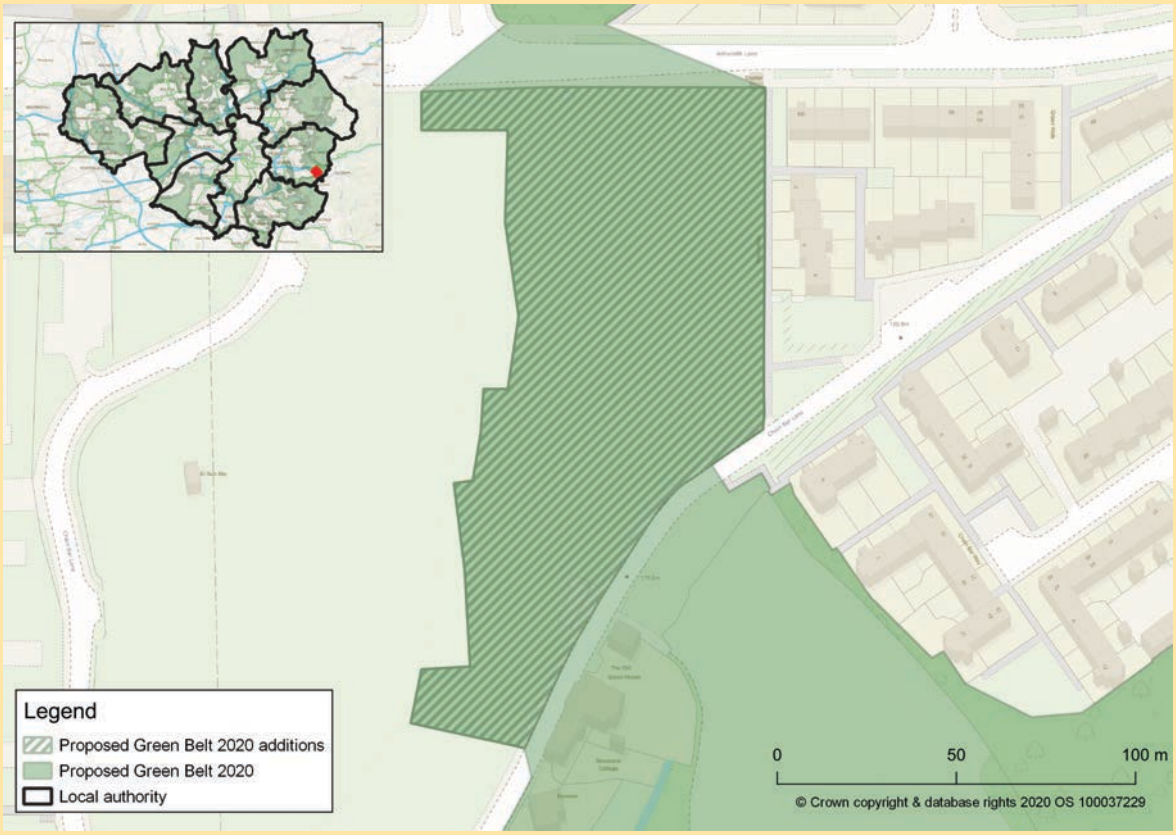
Hyde Road, Mottram



Picture B.48 GBA 47 Hyde Road, Mottram

Policy Green Belt Addition 48

Ashworth Lane, Mottram



Picture B.49 GBA 48 Ashworth Lane, Mottram

Policy Green Belt Addition 49

Horses Field, Danebank, Denton

Picture B.50 GBA 49 Horses Field, Danebank, Denton

Additions to the Green Belt in Trafford

Policy Green Belt Addition 50

Midlands Farm, Moss Lane

Picture B.51 GBA 50 Midlands Farm, Moss Lane

Additions to the Green Belt in Wigan

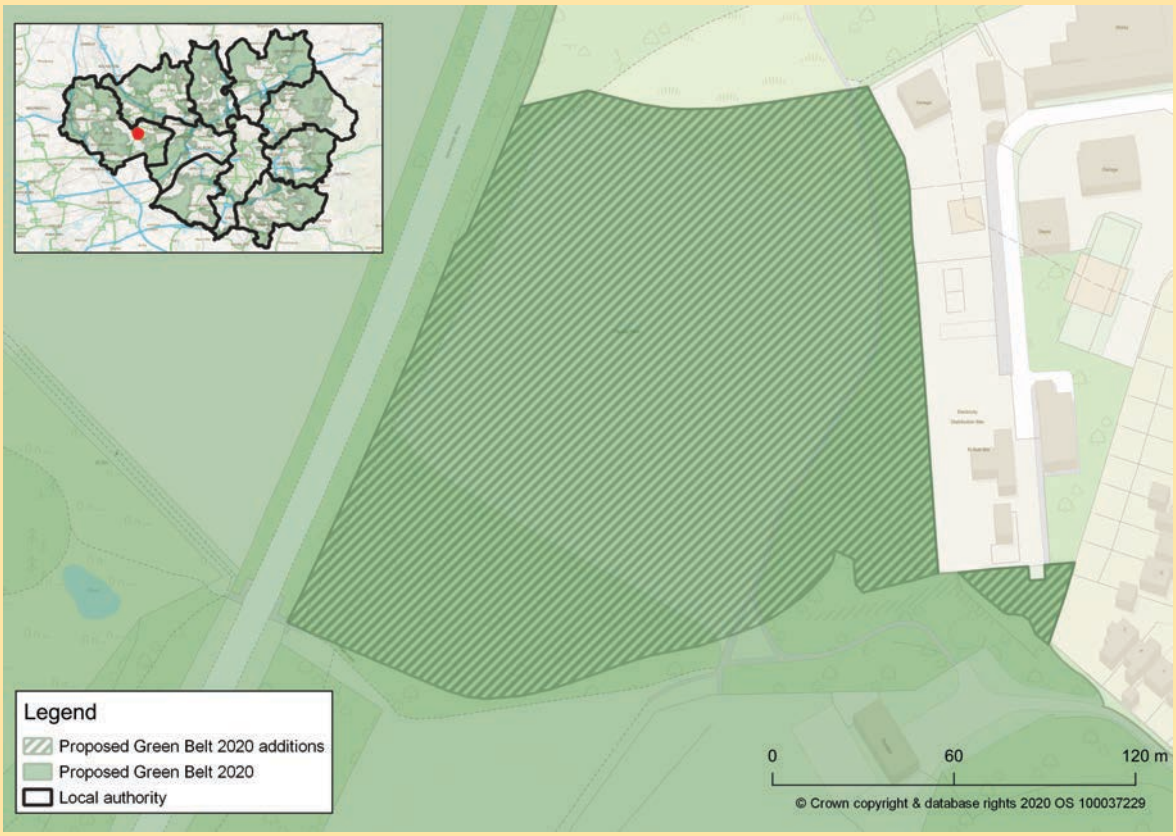
Policy Green Belt Addition 51

Land off Fir Tree Street, Ince

Picture B.52 GBA 51 Land off Fir Tree Street, Ince

Policy Green Belt Addition 52

Pennington FC pitches



Picture B.53 GBA 52 Pennington FC pitches

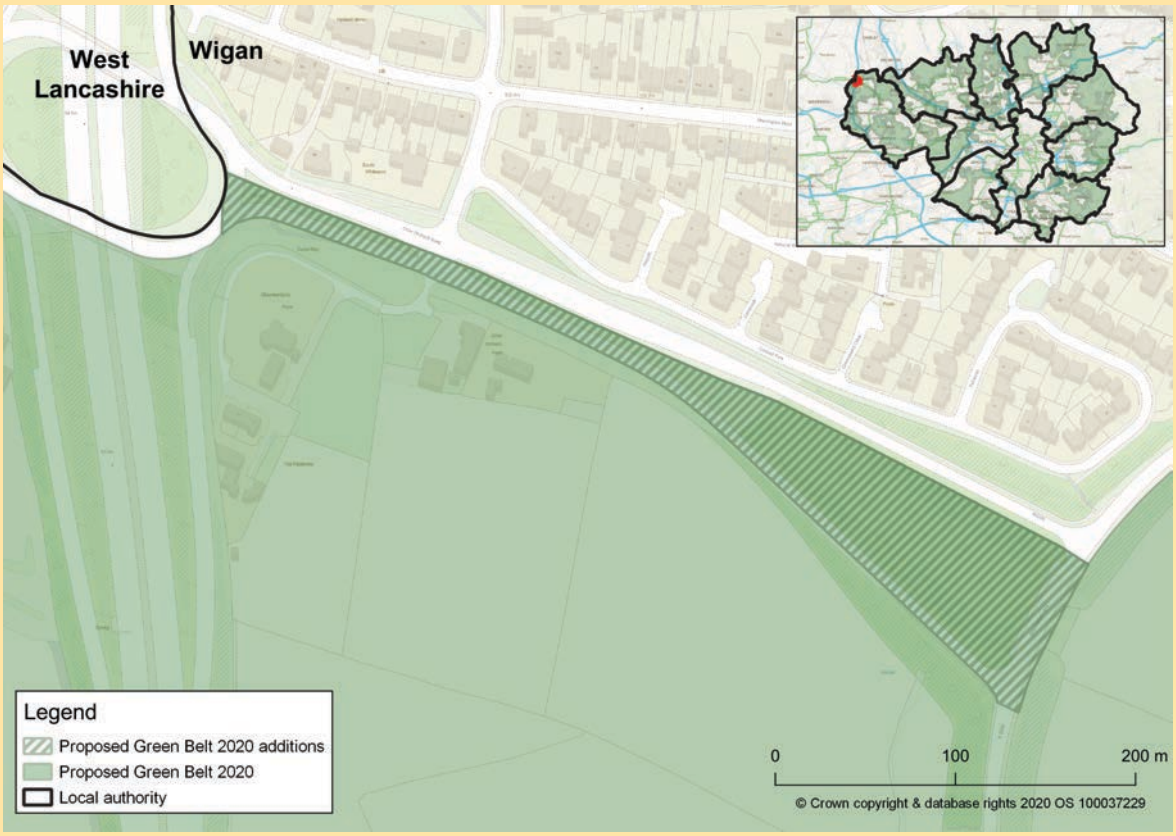
Policy Green Belt Addition 53

Hope Carr Nature Reserve

Picture B.54 GBA 53 Hope Carr Nature Reserve

Policy Green Belt Addition 54

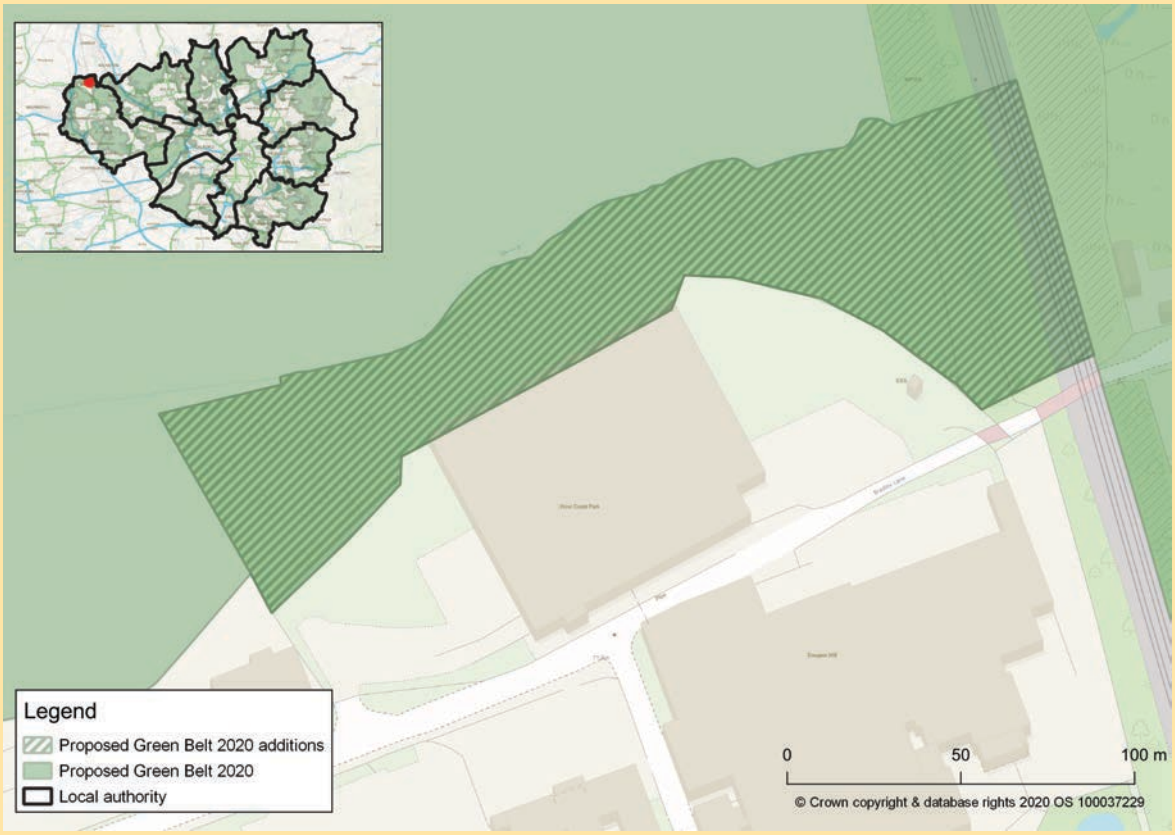
Crow Orchard Road



Picture B.55 GBA 56 Crow Orchard Road

Policy Green Belt Addition 55

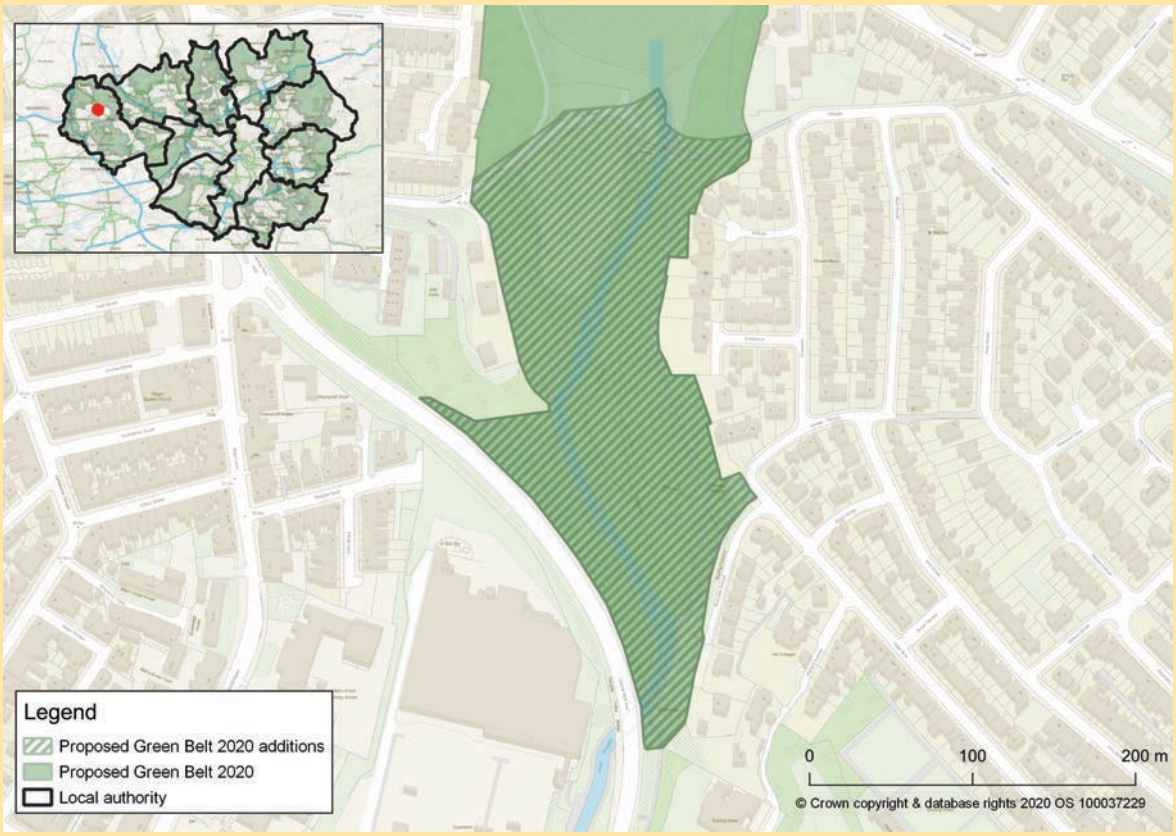
North Bradley Lane



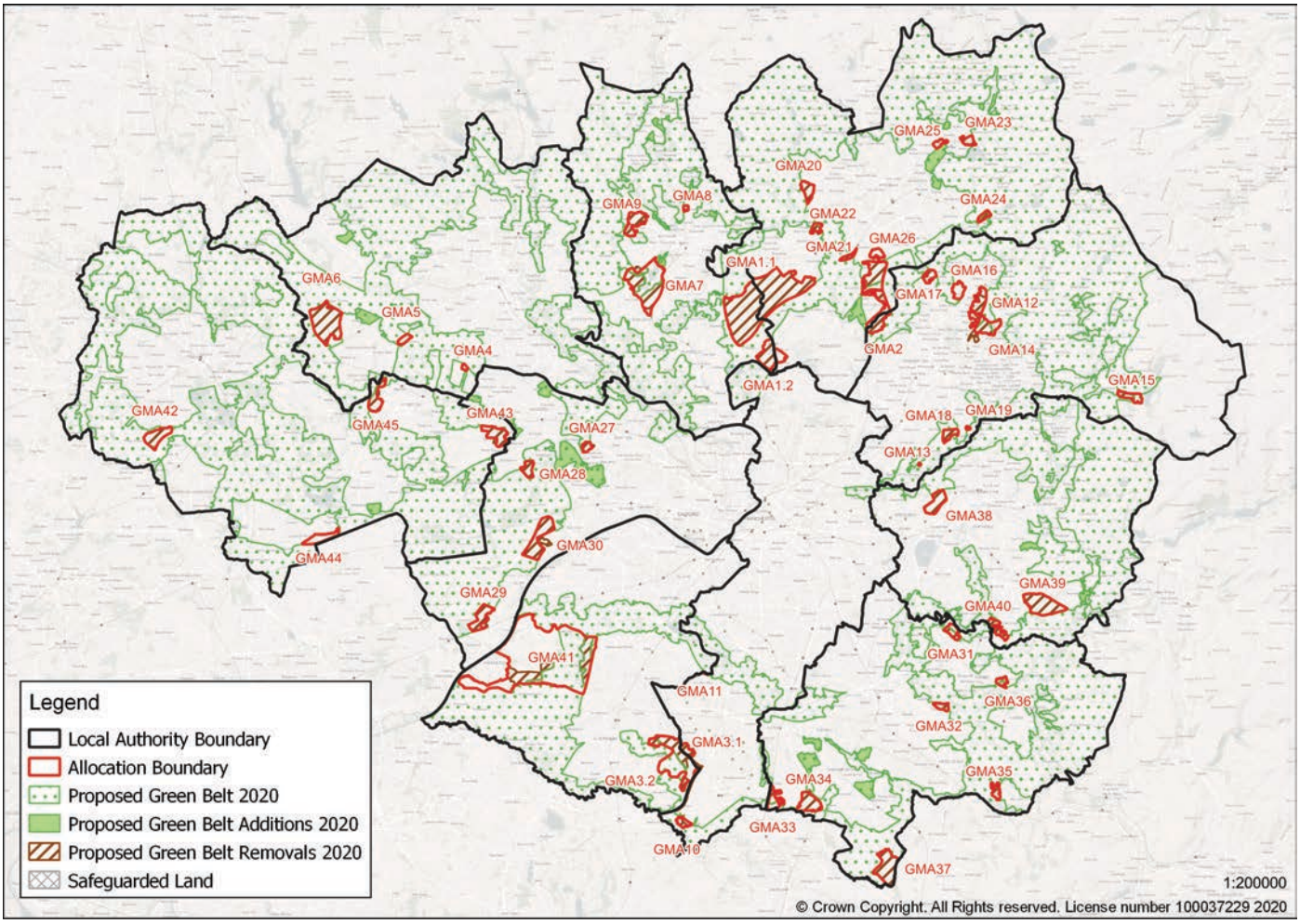
Picture B.56 GBA 55 North Bradley Lane

Policy Green Belt Addition 56

Coppull Lane



Picture B.57 GBA 56 Coppull Lane



Picture C.1 GMSF 2020 Policies Map

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Greater Manchester Combined Authority

Integrated Assessment of the Greater Manchester Spatial Framework

IA of 2020 draft GMSF Consultation Document

FINAL ISSUE | 19 October 2020

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 238244-00

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ARUP

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1 Introduction

1.1 Context

The Greater Manchester Spatial Framework (GMSF) is a new policy document for Greater Manchester which seeks to guide development to 2037 by setting thematic policies, including sites for development. The report refers to "policy" throughout – this refers to thematic and allocation policies.

As part of the development of the GMSF, an Integrated Assessment (IA) is being undertaken incorporating the requirements of:

- Sustainability Appraisal (SA): mandatory under section 19 (5) of the Planning and Compulsory Purchase Act 2004.
- Strategic Environmental Assessment (SEA): mandatory under the Environmental Assessment of Plans and Programmes Regulations 2004 (which transpose the European Directive 2001/42/EC into English law).
- Equality Impact Assessment (EqIA): required to be undertaken for plans, policies and strategies by the Equality Act 2010.
- Health Impact Assessment (HIA): there is no statutory requirement to undertake HIA, however it has been included to add value and depth to the assessment process.

The Greater Manchester's Plan for Homes, Jobs and the Environment – GMSF Draft for Consultation 2020 is issued for consultation alongside this report, which summarises the IA process and findings.

Please note that the GMSF has been prepared as a joint Development Plan Document by the Greater Manchester Combined Authority, therefore where reference is made to Greater Manchester Combined Authority (GMCA), this is on behalf of the ten Greater Manchester Authorities.

1.2 2020 Integrated Assessment

Each draft of the GMSF has been supported by an IA. This introductory section will explain this process.

This report provides the IA of the 2020 draft GMSF. It provides a clear narrative detailing how the recommendations from the 2019 IA have been considered in the development of the 2020 GMSF.

Where policies have not been amended in response to the 2019 IA recommendations, an explanation is provided and consideration of whether there are any residual recommendations.

1.3 Scoping report

Consultation was first undertaken during summer 2015 on the IA scoping report. The IA Scoping Report has since been reviewed in ahead of the 2019 IA and in 2020. An updated Scoping Report sits alongside this 2020 IA. The updated Scoping Report did not result in any changes to the IA Framework. It did note the need to ensure climate change be given due consideration in light of the districts' climate emergency declarations. This can be done using the relevant objectives and criteria in the existing IA Framework.

The scoping report:

- defined the IA methodology
- reviewed relevant policy, plans, programmes and strategies and their relationship to the GMSF
- conducted extensive baseline research across a range of environmental and socio-economic topics
- identified key issues for the GMSF and the IA, and
- defined the objectives and assessment criteria to be used in the IA.

The objectives and assessment criteria were amended in response to comments received from a range of statutory and non-statutory consultees. Changes made to the IA framework in response to consultation responses include:

- ensuring consistency with the terminology of the National Planning Policy Framework (NPPF) in relation to the housing objectives
- reinforcing the importance of connectivity for housing and employment land locations
- reinforcing the link between climate change and flood risk
- emphasising local character and distinctiveness
- reinforcing the connection between green space and health outcomes; and
- ensuring objectives related to land resources make reference to other sustainable locations alongside previously developed land.

1.4 Habitats Regulations Assessment

A Habitats Regulations Assessment (HRA) of the GMSF is being undertaken in parallel with this IA by the Greater Manchester Ecology Unit (GMEU). The HRA screening stage has recommended that the GMSF has been 'Screened In' for likely further Assessment because of the following potential harmful impacts on European Sites:

- increases in air pollution (particularly impacts on the Manchester Mosses SAC)

- increase in recreational impacts (particularly impacts on the South Pennine Moors SAC/SPA)
- increase in water pollution (particularly impacts on the Rochdale Canal SAC and Mersey Estuary SPA).

The HRA recognises that there are some safeguards in the GMSF that may be referred to as mitigating factors for the above impacts, but there is uncertainty about whether it includes enough detail at this stage to effectively screen out the above impacts. Screening of thematic policies has taken place to date and further recommendations are likely to be made following the Screening of allocations.

The HRA states that "…*the operation of the Greater Manchester Spatial Framework will not cause likely significant effects on the special nature conservation interests of any European designated sites providing that the recommended mitigation measures are included in the plan, and implemented.*

It is therefore concluded that there is insufficient evidence of any harm to the special interest of European sites for which no effective mitigation is available to justify the removal of any of the proposed allocated areas for strategic development from consideration".

It is understood that the GMSF policies will be amended to reflect the recommendations as appropriate.

1.5 Previous draft GMSF consultations and milestones

This section explains the evolution of the GMSF and the accompanying IA's. Key milestones are set out below:

Table 1: GM consultations and milestones

Consultation timeline to 2019			
Year	Month	Scoping Report	Integrated Assessment
2015	July	Version for formal scoping and consultation	
	October		Updated IA framework based on comments received from consultees
2016	June/ July	Scoping Report was updated, based on all comments received	
	October		Draft GMSF and IA published for consultation
2019	January	Scoping Report (updated post consultation 2016) included as a supporting document in the draft GMSF Consultation	IA of draft GMSF published for consultation. Document takes on board the Consultation Responses from 2016 draft GMSF IA

1.5.1 Draft GMSF for Consultation (October 2016)

The draft GMSF and the accompanying IA were published for consultation in October 2016. The draft GMSF contained 28 thematic policies and 55 allocations, with an IA of each policy and allocations. Over 27,000 consultation responses were received during the consultation which required a significant review to ensure all were taken onboard The comments made on the 2016 IA were considered and addressed as relevant in the GMSF (2019) Consultation Responses from GMSF (2016) IA.

The consultation resulted in a number of responses on the IA itself. A number of consultation responses were raised on specific allocations that had been included in the 2016 draft GMSF. Several consultation comments were also made on the SFRA and how that was reflected, and the references made to HRA.

1.5.2 Draft GMSF for Consultation (January 2019)

A further draft of the GMSF and the accompanying IA were published for consultation in January 2019. The comments received that are specific to the IA, as identified by the GMCA, informed the 2020 update of the IA Scoping Report and this 2020 IA.

The 2019 draft GMSF included a number of revised and new thematic policies and a number of different allocations from the 2016 draft GMSF. It took on board the consultation responses received on the allocations. This was reflected within the IA of the allocations. The SFRA has been completed and the exceptions test was taken into account as mitigation in the 2019 IA .

Spatial Options and Reasonable Alternatives were assessed for the 2019 draft GMSF by GM District and GMCA officers and made available in a separate report. It is noted that the 2020 Growth and Spatial Options Report has also been assessed as part of this Integrated Assessment process, and again, is made available as a separate report.

Comments received during the 2019 consultation included: proposing alternative scoring for thematic and site allocation policies, reviewing the IA objectives and the GMSF strategic objectives and the connection with the Habitats Regulations Assessment.

The 2020 IA process has taken into consideration the comments received in the light of the emerging evidence in the main IA report and Appendices. A summary of the 2019 consultation feedback relevant to the IA and response to those comments is included in Appendix A of this report. They will form part of the Post Adoption Statement.

1.6 Purpose of this report

This report is the output from the IA of the 2020 draft GMSF. It is presented as an updated report to the 2019 IA, so the iterative process is transparent.

The IA of the GMSF policy document will help to identify where there is uncertainty, and highlight synergies and tensions between the policies and the objectives set out in the IA.

This has informed the final stages of the preparation of the GMSF.

1.7 An iterative approach

This IA contributes to the development of the GMSF. It does this through an iterative assessment, which reviews the draft policies and the discrete site allocations against the IA framework. Stakeholder consultation is a significant part of the IA, and opinions and inputs from stakeholders have been sought on previous iterations and will be sought on this 2020 IA, as part of the consultation on the 2020 draft GMSF.

Through this approach, the IA will recommend ways in which the GMSF can continue to be improved. This is in line with Planning Practice Guidance which states: *The development and appraisal of proposals in Local Plan documents should be an iterative process, with the proposals being revised to take account of the appraisal findings. This should inform the selection, refinement and publication of proposals* (PPG: Paragraph: 018 Reference ID: 11-018-20140306).

It is noted that the policy references have evolved as the GMSF has progressed. In the summary assessments for each policy, previous policy references are noted. Appendix E, prepared using the summaries provided by the GM Authorities, provides an audit trail of the changes that have been made to the 2019 and 2020 draft GMSF thematic Policies following their IA appraisal. This demonstrates how the IA is an iterative process and the importance of taking on board recommendations to ensure policies are as sustainable as possible. It is acknowledged that GMSF should be read as a whole and therefore the responses to the IA recommendations will be expected to take this into account.

Spatial options for the GMSF 2016 were subject to IA assessment and the outcomes were published in a report in 2016. This assessment has been revisited and is set out in the IA of the 2020 draft Growth and Spatial Options Report.

2 Applying the Integrated Assessment framework

2.1 Introduction

This section outlines how the IA framework will be applied and how the approach will incorporate the requirements of different types of assessment. The IA framework has been applied to each policy. All objectives within the framework have been reviewed and each carries an equal weighting, although it is acknowledged that not all objectives and assessment criteria are applicable to every policy.

2.2 Sustainability Appraisal (SA) Strategic Environmental Assessment (SEA)

SEA is a process which ensures environmental impact is considered at the formation of plans stage (i.e. the strategic level). SA does the same, but it takes in a broader scope of impacts, looking at the economy and local communities/wider society as well as the environment (i.e. the assessment headings looked at under the banner of sustainability).

SA in the UK is mandatory under section 19 (5) of the Planning and Compulsory Purchase Act 2004, which requires a local planning authority to carry out SA of each of the proposals in a plan, during its preparation. SEA is mandatory under the Environmental Assessment of Plans and Programmes Regulations 2004 ("the SEA Regulations").

2.3 Equality Impact Assessment (EqIA)

EqIA is designed to ensure that discrimination does not occur in the drawing up of plans and policies, and that such plans or policies meet the requirements of equality legislation in the UK, most notably the Equality Act 2010. It is being used as part of the IA to add value and depth to the assessment process.

Under the Equality Act, public bodies are required to:

- have due regard to the need to eliminate discrimination
- advance equality of opportunity, and
- foster good relations between different people when carrying out their activities.

This IA therefore needs to consider in its scope, the likely effects on discriminatory practices; the potential to alter the opportunities of certain groups of people; and/or effect on relationships between different groups of people.

In order to understand which groups of people (or individuals), may suffer discrimination, the Equality Act sets out a series of "protected characteristics":

- age
- disability
- gender reassignment
- marriage and civil partnership
- pregnancy and maternity
- race
- religion or belief
- sex, and
- sexual orientation.

EqIA is two-stage process:

- Stage 1: Screening - this involves the assessment of impacts of the strategy/plan against the protected characteristics outlined above. If no negative effects are identified during screening no further assessment is required. If there are effects that cannot easily be mitigated, a full EqIA should be undertaken.
- Stage 2: Full EqIA - this involves more in-depth assessment of the impacts of the strategy/plan, the recommendation of mitigation measures, definition of monitoring and evaluation measures and pubic consultation.

To ensure this IA meets the requirements of EqIA, it will consider whether there is potential for GMSF policy options to affect people differently based on the protected characteristics, this is reflected in the IA Framework. Further details are set out in Appendix A. .

2.4 Health Impact Assessment (HIA)

There is no statutory requirement to undertake HIA as part of the plan-making process. It is included to ensure a wider definition of potential impacts is considered. HIA has one overarching aim: to ensure that plans and policies minimise negative and maximise positive health impacts.

Consideration of the determinants of health and the broad requirements of the Department of Health HIA screening questions have been integrated into the IA Framework. As such, by including consideration of health, alongside the other environmental, sustainability and equality considerations, the GMSF IA covers the scope of a HIA.

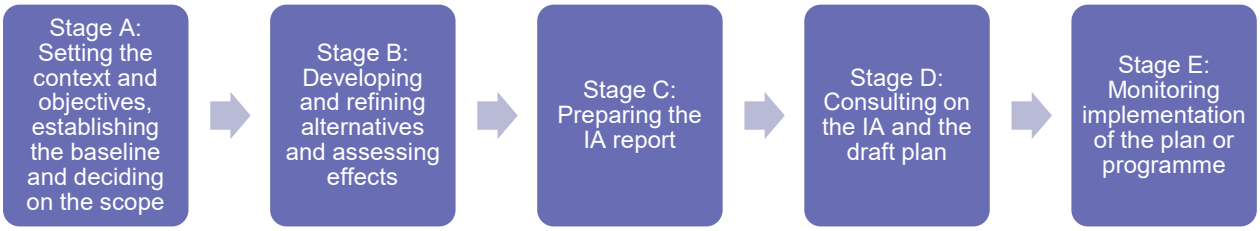
2.5 Integrated Assessment Stages

The approaches to SA, SEA, EqIA and HIA discussed above use similar assessment steps. Broadly speaking these include:

- screening (i.e. deciding if the assessment is needed)
- setting the baseline context
- identifying where there are impacts on defined relevant topics areas (e.g. flora and fauna, the determinants of health, or the impact on certain groups of people in society)
- understanding impacts of that which is being assessed, and
- making recommendations for mitigation where necessary.

The structure of the IA is based upon the process contained in the ODPM best practice guidance from 2005 on SEA[1] and Planning Practice Guidance on SEA and SA, updated in 2015[2]. Through integration of equalities and health considerations, the IA framework (the central component of the IA) ensures that all four assessment types are considered and completed. The IA process is outlined in Figure 1 and described in more detail below. At this point the IA is has only addressed stages A and B, with this report forming part of Stage B, as its aim is to help develop and refine alternatives and assess effects.

Figure 1: SA (IA) Process



2.5.1 Stage A: scoping

The IA Scoping Report illustrates the approach to, and the outcomes of Stage A. Stage A consists of a number of key tasks:

- Task A1: Identifying and reviewing other relevant plans, policies and programmes
- Task A2: Collecting baseline information and identifying key issues
- Task A3: Identifying objectives
- Task A4: Developing an IA framework, and
- Task A5: Consulting on the scope of the IA.

[1] A Practical Guide to the Strategic Environmental Assessment Directive (ODPM September 2005)
[2] HM Government (2015) Planning Practice Guidance: Strategic Environmental Assessment and Sustainability Appraisal. Available at: http://planningguidance.planningportal.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/

This scoping stage was originally undertaken in 2015. It has been updated throughout the evolution of the GMSF as explained below:

Table 2: Scoping report milestones

Version	Date	Purpose / changes
Scoping Report for consultation	July 2015	Version for formal scoping and consultation.
Updated IA framework	October 2015	Updated IA framework based on comments received from consultees.
Updated Scoping Report	July 2016	Updated report based on all comments received.
Updated Scoping Report	January 2019	Updated report from 2016 based on all comments received.
Updated Scoping Report	July 2020	Scoping report reviewed and updated, based on updates to the evidence base and comments received from consultees.

Table 3: Scoping stage tasks

Task	Description
A1. Review of relevant plans, programmes and strategies.	Consideration of international, national, regional and local plans, programmes and strategies, drawing out relevant issues for both the development of GMSF and the IA. To make this review more streamlined the review only refers to legislation where the GMSF and/or the IA could be affected, or where there could be a need for the GMSF to comply. This is to avoid unnecessary repetition of legislation. The relevant plans, programmes and strategies are appended in the scoping report.
A2. Collecting, analysing and summarising current and future baseline data.	Creation of a comprehensive description of the current (and future, over the lifetime of the GMSF) situation for the GM area, where available. Sources are given throughout. In HIA, the baseline is referred to as the 'community profile'. This information is presented in the scoping report.
A3. Identifying key sustainability issues for the GMSF and IA	Draws on the information collated in tasks A1 and A2 and identifies issues that are of relevance to the development of the GMSF and IA. Key issues are presented in the scoping report.
A4. Refine and finalise IA appraisal objectives	Using the list of key sustainability issues, a suite of IA appraisal objectives has been developed to form an assessment framework.

Task	Description
A5. Prepare the scoping report and consult	The final task is the preparation of the IA scoping report. Given that the GMSF will form part of the evidence base for all of the GM districts, a review each of the 10 local authorities' latest Core Strategy / Local Plan SA objectives compared with those developed for the GMSF has been undertaken. The scoping report was subject to statutory and public consultation.

2.5.2 Stage B: assessment

Stage B of the IA process involves the consideration of the proposed policy options (or in this case, the growth and spatial options), and the assessment of their effects. This is done using the framework developed during the scoping and consultation process in Stage A.

This report presents an update to the 2019 position in order to clearly articulate how the recommendations made in the 2019 IA have been considered in the evolution of the GMSF policies.

This 2020 IA has reviewed the following:

- The Growth and Spatial Options Report (reported in a separate document)
- 2020 draft GMSF policies

The specific assessment activities are listed in Table 4 below.

Table 4: Assessment stage tasks

Task	Description
Assess GMSF vision, objectives and growth options	The aim of this task is to identify whether any of the GMSF objectives could potentially conflict with the IA objectives. The output will be an appraisal of where the objectives are complementary, may conflict or where there might be uncertainty. By undertaking this task first, the IA process can highlight early on, where objectives are misaligned. If potential areas of conflict are identified, potential mitigation measures can be implemented so that the potential area of conflict can be avoided during the development of alternatives. This assessment was completed and consulted on in July 2015 The updated GMSF objectives provided in the 2019 draft GMSF have been assessed and the output is provided in section 4 of this report.
Assess reasonable alternatives	The SEA Directive requires that '…the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographic scope of the plan or programme, are identified, described and evaluated' (Article 5.1). Planning Practice Guidance defines reasonable alternatives as *the different realistic options considered by the plan-maker in developing the policies in its plan. They must be sufficiently distinct to highlight the different sustainability implications of each so that meaningful comparisons can be made. The alternatives must be realistic and deliverable.*[3]
Identify mitigation measures	Where the assessment identifies significant adverse effects, a series of measures will be identified that could be implemented to avoid or reduce their magnitude. The proposed mitigation will be integrated into the GMSF, where appropriate, so that this information can be taken into account by AGMA during their selection of preferred options. Note that in HIA, if potential adverse effects are identified, these are termed 'recommendations'. These are equivalent to 'mitigation measures' highlighted in SA/SEA.
Describe reasons for selecting the preferred options and not taking forward the alternatives	Once the preferred options have been selected, the reasons provided for taking forward the preferred options and the reasons for rejecting the alternatives will be detailed by AGMA and documented in the IA Report.
Propose monitoring measures	Measures will be proposed to enable the monitoring of the effects of the implementation the GMSF against the IA Objectives. These will be included within the Post Adoption Statement.

During the assessment, a number of factors have been to be taken into account to determine whether a predicted effect has the potential to be significant. These factors are listed in the table below.

[3] Planning Practice Guidance, Paragraph: 018 Reference ID: 11-018-20140306 http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-local-plans/

Table 5: Considerations to be used during the Integrated Assessment

Issues for consideration	Details
Type of Effect	Positive or negative
	Direct or indirect
	Cumulative
	Temporary or permanent
Magnitude and Spatial Extent	Where will it impact? Will it be within GMSF boundary or outside it?
	Will it cause trans-boundary issues and impact on adjacent areas or regionally, nationally or internationally?
	What is the geographical area and size of population likely to be affected?
Who it will affect, key groups or communities to be considered include:	Older and young people
	Socio economic groups (variable)
	Women and men
	Asylum seekers and refugees
	Black and ethnic minority people (including Gypsy and Traveller communities);
	Disabled people
	Faith communities
	Lesbian, gay, bisexual and transgender people
Vulnerability of Receptor	Sensitivity of receptors
	Special natural characteristics/areas or cultural heritage
	Protected areas
	Relative importance of the site, whether it is a nationally or internationally important feature or of local significance.

2.5.3 Stages C-E

Stages C-E (as identified in Figure 1) will be the focus of follow-on assessments, reporting and consultation.

2.6 The assessment matrices

2.6.1 The IA framework

The IA framework is made up of a series of IA objectives and assessment criteria which have been developed specifically for the GMSF. The IA Framework is used to identify the likely social, economic and environmental effects and guide mitigation and policy development.

Under the SEA guidance[4], an objective is defined as "a statement of what is intended, specifying a desired direction of change". For the present IA, objectives are specific aims that the GMSF should strive to achieve. Crucially, the IA objectives may differ from any stated objectives of GMSF, though it is acknowledged there may be synergies.

The assessment criteria comprise a series of considerations which are based on the specific issues, defined at scoping. Using assessment criteria to appraise policy and sites helps the assessor to arrive at a conclusion about potential impacts in a methodical and consistent manner and helps stakeholders to understand the reasoning behind the assessment. The IA framework is the starting point in the assessment matrices. Other components of the matrices are explained in Section 2.6.2 of this report.

The IA Scoping Report has been reviewed in 2019 and in 2020. An updated Scoping Report sits alongside this 2020 IA. The updated Scoping Report did not result in any changes to the IA Framework. It did note the need to ensure climate change be given due consideration in light of the districts' climate emergency declarations. This can be done using the relevant objectives and criteria in the existing IA Framework.

[4] A Practical Guide to the Strategic Environmental Assessment Directive (ODPM September 2005)

Table 6: IA framework

Ref	Objective	Assessment criteria….will the GMSF:
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?
		Support improvements in the energy efficiency and resilience of the housing stock?
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?
		Support education and training to provide a suitable labour force for future growth?
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?
		Improve transport connectivity?
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?
		Ensure no discrimination based on ‘protected characteristics’, as defined in the Equality Act 2010?
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and improvements in determinants of health?
		Reduce health inequalities within GM and with the rest of England?
		Promote access to green space?
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?
		Ensure sufficient access to educational facilities for all children?
		Promote access to, and provision of, appropriate community social infrastructure including playgrounds and sports facilities?
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?
		Improve educational and skill levels of the population of working age?
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?

Ref	Objective	Assessment criteria….will the GMSF:
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?
		Support the use of sustainable and active modes of transport?
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?
		Avoid damage to, or destruction of, designated wildlife sites, habitats and species and protected and unique geological features?
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?
		Ensure adequate measures are in place to manage existing flood risk?
		Ensure that development does not increase flood risk due to increased run-off rates?
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?
		Promote management practices that will protect water features from pollution?
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?
		Conserve and enhance the historic environment, heritage assets and their setting?
		Respect, maintain and strengthen local character and distinctiveness?
17	Ensure that land resources are allocated	Support the development of previously developed land and other sustainable locations?

Ref	Objective	Assessment criteria….will the GMSF:
	and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Protect the best and most versatile agricultural land / soil resources from inappropriate development?
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?
		Support reductions in land contamination through the remediation and reuse of previously developed land?
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?
		Promote movement up the waste hierarchy?
		Promote reduced waste generation rates?

2.6.2 Assessment stages

The alternative options for the present report are included in Section 5. These have been assessed so that their relative performance can be compared against the IA objectives. This is set out in a series of assessment matrices, along with a description of the effects. The notation in the assessment matrices is defined in Table 7.

Table 7: Levels of effect

++	Very positive effect
+	Positive effect
?	Uncertain
-	Negative effect
--	Very negative effect
O	Neutral / no effect

Combined symbols are sometimes used in the assessment (e.g. '+/ ?' or '-/ ?'). Where this occurs, it is because there is a strong likelihood of positive/negative effects but that there is insufficient information to achieve certainty at this stage. Alternatively, there may be a combination of positive or negative effects, depending on how the option under consideration is eventually delivered.

In the thematic policies (noting the uncertainty around when allocations will come forward), effects are categorised as being likely to occur in the:

- short term (0-4 years)
- medium term (5-9 years), or
- long term (10+ years).

The assessment also seeks to categorise if the effects are direct, indirect, temporary and/or permanent. The likely spatial extent is also set out to consider if the effect will be a local, GM or wider concern. Where applicable, a description of likely receptors or affected groups is also given, along with any cumulative effects which might occur.

3 Equalities and health impact assessments

3.1 Equalities impact assessment screening (EqIA)

The 2019 GMSF IA included an EqIA screening report. When assessed against the draft 2019 GMSF the screening report found that the majority of effects against thematic and allocations policies were neutral due to their strategic nature, with some positive effects identified for the thematic policies. As a result, it was not deemed necessary to complete the EqIA stage 2 assessment as no negative effects were identified that could not be mitigated against.

The EqIA has been reviewed in the 2020 GMSF IA further details are included in Appendix A.

It should be noted that assessment of equality, diversity and health and wellbeing (an important factor in determining equality) has been undertaken and detailed throughout the IA process. This is detailed within the IA Framework (see Table 6).

3.2 Health impact assessment

The reason for inclusion of HIA is set out in section 2.4, and the process described in the scoping report for the IA. The overarching aim of a HIA is to ensure that plans and policies minimise the negative impacts and maximise the positive health impacts. Consideration was given to the determinants of health and the broad requirements of the Department of Health HIA screening questions. These questions are:

- Will the proposal have a direct impact on health, mental health and wellbeing?
- Will the policy have an impact on social, economic and environmental living conditions that would indirectly affect health?
- Will the proposal affect an individual's ability to improve their own health and wellbeing?
- Will there be a change in demand for, or access to, health and social care services?
- Will the proposal have an impact on global health?

These screening questions have been integrated into the IA framework. Therefore, the GMSF IA will consider health alongside other environmental, sustainability and equality considerations and will thus cover the scope of the HIA.

The differences present within the IA and HIA have been outlined in the scoping report. These include differences in terminology such as HIA

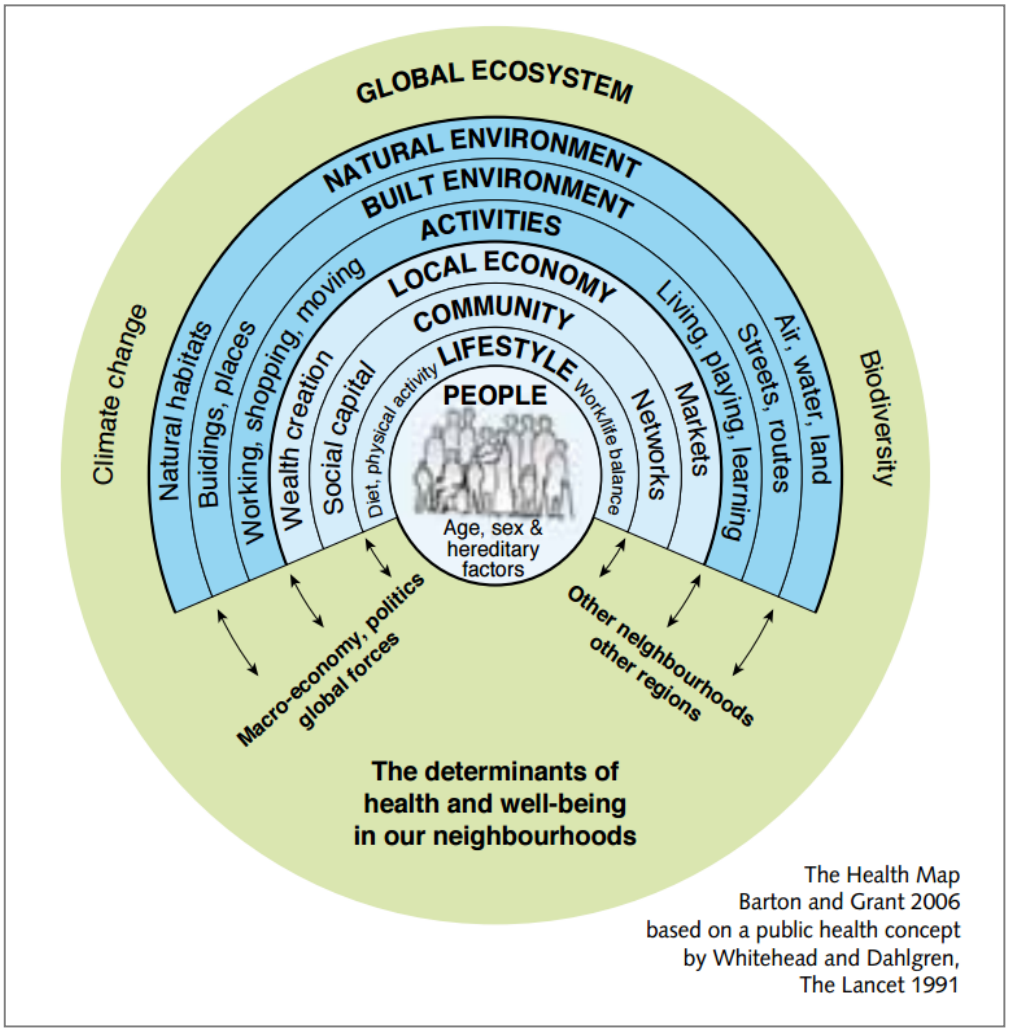
referring to: the baseline information as 'community profile' and 'recommendations' instead of 'mitigation measures' highlighted in SA/SEA.

3.2.1 Determinants of health

The Department of Health (DOH) guidance states that "*the determinants of health are the focus of HIA. They are the social, economic, environmental and cultural factors that indirectly influence health and wellbeing. They include what we eat and drink; where we live and work; and the social relationships and connections we have with other people and organisations*."

The DoH *determinants of health*, as set out in Figure 2 below, were used to help guide the compilation of the IA framework, which has been designed to ensure assessment of the GMSF's effects on health (i.e. through impact on the determinants of health).

Figure 2: The determinants of Health (Source: Department of Health[5])



[5] Department of Health (2010), Health Impact Assessment of Government Policy

The table below illustrates how the determinants of health are covered throughout the IA objectives. Attempts have been made throughout the IA to draw out where there are links between policy and the determinants of health.

Table 8: Mapping determinants of health against IA objectives

	Objective in which it is covered																	
Determinant of Health	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Climate change												✓						
Biodiversity											✓							
Natural Environment: Natural habitat; Air; Water; land										✓				✓				
Built environment: buildings; places; streets; routes	✓	✓	✓			✓									✓			
Activities: working; shopping; moving; living; playing; learning	✓	✓	✓	✓			✓	✓	✓			✓	✓					
Local Economy: Wealth creation; Markets		✓						✓										
Community: Social capital; Networks							✓											
Lifestyle: Diet; Physical activity; Work/life balance						✓												
People: Age; Sex; Heredity factors				✓	✓		✓											

Note: Objectives 16, 17 and 18 do not relate to health

3.2.2 Community profile

The GMSF IA Scoping Report provided details on health statistics across Greater Manchester. Health is closely linked to life expectancy and general wellbeing. There is also a relationship between deprivation and health risk factors, such as alcohol misuse and drug abuse, many of which are problematic across Greater Manchester. This can have negative effects on families, individuals and communities, and at a macroeconomic level, this affects productivity of the work force, and the amount of health spending. Unemployment can lead to declining physical and mental health and social isolation, both now and in the future.

Environmental factors and impacts can cause/exacerbate health problems. These can be direct and immediate, such as increased incidence of heatstroke during heat waves, or psychological effects such as anxiety and stress associated with the financial impact of a major flood event. Effects can also occur over the course of a lifetime, such as those associated with air pollution. Such impacts are often related to the impacts of climate change, specifically flooding and increased incidence of extreme weather and high temperatures.

4 IA of GMSF Objectives

4.1 Introduction

Stage B of the IA process involves the consideration of the proposed policy and objective options, and the assessment of their effects, using the framework set out in the Scoping Report. This IA assessment of the objectives is for the 2020 draft objectives for the 2020 draft GMSF Plan.

Stage B comprises of three exercises to consider the proposed policy and objective options within the IA;

1. Acknowledge and understand the progression made from the 2019 IA objectives of the GMSF;
2. Undertake an analysis of the updated 2020 IA objectives, following from the previous GMSF consultations and IA assessments and;
3. Respond to and make recommendations to the 2020 IA objectives following the above assessment.

4.2 Progression of IA Objectives

The first task in Stage B is to assess the 2020 draft GMSF objectives, the aim of which is to identify whether any of the objectives could be enhanced.

A review between the 2019 and 2020 objectives has been undertaken. The GMSF 2019 IA appraised 12 Strategic Objectives however, following the comments and mitigation, the objectives were re-cast to the nine presented in the 2019 draft GMSF.

The 2020 objectives have evolved and reshaped following consultation and previous IA recommendations in 2019, however their core ambitions are the same, with changes made to sub-objectives and their measurements of success. Objective 10 is a new objective which has been developed in partnership with Public Health colleagues.

The 2020 draft GMSF Objectives are shown below:

Objective 1

Meet our housing need.

We will:

- Increase net additional dwellings;
- Increase the number of affordable homes;
- Develop a Greater Manchester definition for affordable housing;
- 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

Ensure 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 prime 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 economic 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 Greater Manchester's 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

Ensure 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 the special landscapes across Greater Manchester, green infrastructure, biodiversity and geodiversity;
- Improve access to the natural environment and green spaces including parks and playgrounds;
- 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
- Maximize the health benefits of access to the natural environment and green spaces
- Coordinate with and support the delivery of local and GM wide health strategies

4.3 Compatibility Analysis

This section presents the findings of a compatibility analysis IA of the 2020 draft GMSF objectives. This compatibility analysis relates to Stage B1 of the SEA process which requires the objectives of the plan or programme to be tested with the SEA objectives to identify synergies and potential inconsistencies.

The following key has been used in these assessments to highlight compatibility with the GMSF IA objectives.

Table 9: GMSF IA Objectives key

Very compatible	Objectives are aligned to the same or a very similar topic and aspiration	++
Compatible	Objectives are related and compatible (i.e. not in conflict) and can achieved in parallel	+
Uncertain	There is insufficient information to determine compatibility at this stage	?
Incompatible	Conflict between objectives (i.e. they work against each other)	-
Very incompatible	Major conflict between objectives	--
Neutral/ no direct relationship	Objectives are unrelated and do not affect each other	O

The compatibility of the draft GMSF objectives with IA objectives is indicated in Table 10:

Table 10: IA Compatibility Analysis of the 2020 draft GMSF objectives

IA objective	GMSF Objective									
	1	2	3	4	5	6	7	8	9	10
1 Housing	++	++	O	+	+	?	?	+	+	+
2 Employment	O	?	++	++	+	?	O	O	+	O
3 Transport and Utilities	O	+	O	+	+	++	+	?	+	O
4 Deprivation	+	O	+	?	++	?	O	O	+	+
5 Equality	+	+	+	O	++	?	?	+	+	+
6 Health	?	+	O	O	+	?	+	+	+	++
7 Social Infrastructure	?	?	O	?	O	O	O	+	++	+
8 Education and Skills	O	O	?	?	+	O	O	O	+	O
9 Sustainable Transport	O	++	O	+	+	++	+	?	+	+
10 Air Quality	?	+	O	O	O	+	+	?	?	+
11 Biodiversity/ Geodiversity	O	?	O	O	O	O	O	++	O	O
12 Climate Resilience	O	?	O	?	O	O	+	++	O	O
13 Flood Risk	O	+	O	O	O	O	O	++	O	O
14 Water Resources	O	O	O	O	O	O	O	O	?	O
15 Greenhouse Gases	?	+	O	?	O	+	++	?	?	O
16 Landscape and Heritage	O	+	O	+	O	O	O	++	O	O
17 Land Resources	?	+	?	O	?	O	O	+	O	O
18 Resource Consumption	O	O	O	O	O	O	+	O	O	O

4.4 Respond and Recommend

This stage of work is to respond and make recommendations to the 2020 draft GMSF objectives following the compatibility analysis. This section has been updated from the assessment originally carried out for the 2019 GMSF IA based on 12 Strategic Objectives. In response to the 2019 IA and consultation responses received in 2019, the objectives have been re-scoped to comprise nine objectives with a tenth objective added to reflect Health.

This section reviews the 2020 draft GMSF objectives and the GM Authorities response to the 2019 IA recommendations, to consider including anything else which has not been previously examined across the scope of the GMSF objectives, should be included.

The purpose of this stage is to assist with the development of the objectives to ensure that sustainability is fully embedded within them. The strategic nature of the GMSF objectives means that there are a number of neutral scores within the assessment. The 'Summary and Response to Recommendations' highlights key points and does not highlight each individual assessment.

4.5 Objective 1

Objective 1 is focused on meeting housing need, and therefore has synergies with IA objective 1. There are other synergies as the objective references the need for additional affordable homes, increasing net additional dwellings and providing a diverse mix. The range of housing stated results in synergies with IA objectives 4 and 5 on deprivation and equality. The objective does not make specific reference to health or social infrastructure and therefore has uncertain compatibilities with these IA objectives. Compatibilities with air quality, greenhouse gases and land resources are also uncertain.

4.5.1 Response to 2019 Recommendations

- It was suggested that Objective 1 could make more specific reference to utilities and digital infrastructure in order to have more positive compatibilities with IA objective 3. However, these topics are now directly referenced in new strategic objectives 6 and 9.
- It was suggested that the objective could also make reference to the provision of social infrastructure alongside housing development to strengthen this objective. This has now been addressed in objective 9 where social infrastructure is referenced more broadly in association with new development.

4.6 Objective 2

The focus of objective 2, is creating neighbourhoods of choice. There are synergies with IA objectives 1 and 9, housing and sustainable transport. The objective has compatibilities with a number of the IA objectives, particularly those relating to housing, sustainable land use, transport and flooding. There are compatibilities with IA objectives 3, 5, 6 10, 13, 15 and 17. However the objective has uncertain effects against a number of the objectives surrounding employment, social infrastructure, biodiversity/geodiversity and landscape where there may be compatibilities.

4.6.1 Response to 2019 Recommendations

- It was recommended that, to enhance objective 2, definitions for the key terms should be provided, which would help to reduce the uncertainties through the assessments. However, it was acknowledged that it may not be appropriate for these to sit within the objective and instead in the supporting text. This comment is addressed through the enhanced detail of the objective and supporting text in the 2020 draft GMSF.
- The carbon neutrality of development could also be mentioned in the objective although this is specifically referenced in the new objective 7.

4.7 Objective 3

Objective 3 seeks to ensure a thriving and productive economy in all parts of Greater Manchester. The objective performs strongly in relation to the employment objective and has compatibilities with the deprivation and equality objectives as it seeks to support economic growth.

4.7.1 Response to 2019 Recommendations

Objective 3 reflects content previously contained in objective 4 and vice versa. The recommendations have therefore been transposed from the original version of the report where appropriate.

- It was recommended that the objective should highlight the importance of a brownfield first approach and this has been included.
- It was recommended that the objective should also clarify the need for utilities and transport infrastructure to be secured to allow the development. This is not specifically updated in objective 3 but is included in the new objective 6.

4.8 Objective 4

Maximising the potential arising from our national and international assets is the focus of objective 4.

The GMSF objective is very compatible with the IA objective on employment. It also has compatibility with the housing, transport and utilities, education and sustainable transport objectives. The objective is also in accordance with the land resources objective as the assets are predominantly in the urban area. There are uncertain links against the social infrastructure and climate resilience objectives as the objective does not make any reference to these.

4.8.1 Response to 2019 Recommendations

Objective 4 reflects content previously contained in objective 3 and vice versa. The recommendations have therefore been transposed from the original version of the report where appropriate.

- It was recommended that the objective should encourage local jobs for local people to be more compatible and this has been included in the new objective 4.
- The objective previously did not make reference to infrastructure or connectivity, which would further improve the objective, but this has now been added.
- It was recommended that reference could be made to sustainable and active travel being encouraged and this has been included in new objective 4. It was also suggested that IA objective 8 could become a positive compatibility if there was a clear reference to education in the objective and this has been included in the new objective 4.

4.9 Objective 5

The focus of objective 5 is reducing inequalities and promoting inclusive growth. The objective has positive compatibilities with IA objectives on housing, employment and transport, and is very compatible with the deprivation and equality objectives. The objective is also compatible with the IA objectives on sustainable transport, health and education.

4.9.1 Response to 2019 Recommendations

- The recommendation that Objective 5 could make further reference to social, physical and green infrastructure, and improving the access to these has been addressed in the new objective 8

4.10 Objective 6

Objective 6 seeks to promote the sustainable movement of people, goods and information. It also ensures land supply for new areas of growth is in accessible locations and prioritises sustainable modes of transport. It therefore performs strongly in relation to transport and utilities, and sustainable transport. It is also compatible with health through encouraging sustainable transport and therefore improving air quality.

4.10.1 Response to 2019 Recommendations

- The recommendation for the need for access to be suitable for all linked to encouraging both active modes of travel and affordable travel has been added to this objective.
- This objective also addresses comments made regarding the former objectives 11 and 12 which no longer exist.

4.11 Objective 7

Objective 7 seeks to ensure that Manchester is a more resilient and carbon neutral city-region. The objective has positive compatibilities against IA objectives 12 and 15, climate resilience and greenhouse gases, as well as providing benefits to health and equality through reducing carbon emissions which will benefit air quality.

4.11.1 Response to 2019 Recommendations

- It was recommended that Objective 7 could make further reference to climate resilience, and this has been added to the objective.

4.12 Objective 8

Objective 8 seeks to deliver a net gain in the quality of our natural environment and improve access to green space. This objective has compatibilities with a number of the IA objectives, but is particularly compatible with objectives 11, 12, 13 and 16 which focus on biodiversity and geodiversity, climate resilience, flood risk, landscape and heritage. Although providing ‘access’ is referenced, there is no reference to sustainable transport or active travel being promoted., This results in uncertain effects for the IA objectives on sustainable transport, air quality and carbon emissions which are all connected, and if reference was made, there would be positive links with these and the GMSF objective.

4.12.1 Response to 2019 Recommendations

- It was recommended that Objective 8 should promote access via active and sustainable modes of transport and reinforce the importance of landscape character and green spaces. Landscape

character is not specifically referenced, and transport is covered elsewhere in objective 7.

- It was recommended that the objective could make further reference to the importance of green spaces in climate resilience, especially flood risk and this has been added.
- It was noted that the objective only referenced green space, but the term open space could be used as this would include all playgrounds. The term 'green space' has been retained but reference to parks and playgrounds has also been added.

4.13 Objective 9

Ensuring access to physical and social infrastructure is the focus of objective 9, which has a number of compatibilities with the IA objectives. There are compatibilities relating to housing and employment, as the objective would ensure places are well connected to facilities, but also deprivation and equality as there would be further provision of health, education and social care. The objective is also very compatible with IA objective 7 on social infrastructure.

4.13.1 Response to 2019 Recommendations

- The recommendation that Objective 9 had a number of compatibilities but could be enhanced by making reference to encouraging active and sustainable modes of travel to access these facilities has been addressed.
- The former Objective 10 was not assessed, and a definition was requested for 'critical physical infrastructure' as this could cover digital / energy / transport which would significantly alter the IA. The former objective 10 has now been removed and the content amalgamated into objective 9.

4.14 Objective 10

Objective 10 seeks to promote the health and wellbeing of communities. This is a newly added objective in the 2020 draft GMSF. The objective is strongly compatible with the IA objectives on health and air quality and is also compatible with the IA objectives on housing, deprivation, equality, social infrastructure and sustainable transport.

4.14.1 Response to 2019 Recommendations

- There are no responses to existing recommendations since this is a new objective.
- There are no new recommendations arising from the addition of objective 10.

5 Policies and Sites

5.1 Reasonable Alternatives

Sustainability Appraisal (SA - one of the component parts of the IA) places specific emphasis on the consideration of reasonable alternatives. Planning Practice Guidance states that*:*

> *Sustainability appraisal should predict and evaluate the effects of the preferred approach and reasonable alternatives and should clearly identify the significant positive and negative effects of each alternative. (*PPG: Paragraph: 018 Reference ID: 11-018-20140306).

For the individual policies, the main alternative considered is the "without policy" scenario. As most policy seeks to build-in some degree of environment and/or socio-economic consideration which aligns with some part of the IA, this is generally not considered to be desirable.

The Growth and Spatial Options IA is included in a separate report. This Report assessed the 2020 draft GMSF growth options and the spatial options. A summary of the key findings is summarised in Section 15.

5.2 Thematic Policy Appraisal

The IA of the thematic policies has involved analysis of each policy using the framework set out in Section 2.6.

The full policy assessment tables are shown in Appendix C. The tables detail the assessment of the 2019 draft GMSF policy wording and have been updated to include the current assessment of the 2020 draft GMSF policies. The tables also document whether the mitigations recommended by in the 2019 IA have been addressed.

Where policies have not been amended, a justification has been provided by the GM Authorities.

Any residual recommendations are also noted.

Summaries of the assessment tables are presented in Section 6 to Section 14 of this report. The summaries are structured as follows:

- First, the synergies with the IA framework are set out to demonstrate where the GMSF performs positively/beneficially.
- 2019 position: The second part presents where there were gaps in the policy (when the 2019 draft GMSF policies were appraised against the IA framework), and where enhancement/mitigation was recommended.
- Updated 2020 position: The third part explains how the recommendations have been addressed and any residual recommendations.

5.3 Allocation Policies Appraisal

The site allocation policies have also been appraised against the IA framework. This previously involved reviews with the GM Authorities who provided insight into the individual localities.

The 2019 draft GMSF IA of the sites appraised the site-specific policies using the IA framework (Table 6) and this was supplemented by the constraint mapping which was developed for the wider GMSF.

The draft 2020 GMSF IA has provided an assessment of the draft GMSF 2020 allocations policies. The full assessment tables are shown in Appendix D, and the assessment summaries are written up in Section 16 of this report.

6 IA of thematic policies

6.1 Introduction

This section contains a summary of the IA of the GMSF thematic policies. For full details of each policy assessment, please refer to Appendix C. The GMSF is separated into a number of chapters which each contain a number of policies. This section deals with each thematic policy separately in order to provide a comprehensive summary of each assessment.

However, a description of the changes to these policies in response to the IA is provided in Appendix E.

As the GMSF has evolved, the policy numbers have been introduced or altered. These are summarised in Table 11 below.

There are a number of instances where strategic aims of the IA are not applicable to topic-based nature of the thematic policies (e.g. the spatial strategy policies). Although it is acknowledged in these instances that each topic is important, it is not possible or appropriate for each policy to cover every topic.

6.2 Recurring themes

It is worth noting that in the reassessment of policies and the review of whether 2019 recommendations have been reflected in amendments to the thematic policies that there are a number of recurring themes.

The GM Authorities response to a number of the recommendations is that they are appropriately covered / addressed by other thematic policies. This is particularly common for air quality, green infrastructure, wider community infrastructure (including education and health), water management, sustainable transport and sustainability (in its widest sense).

This assessment has considered whether the other policies do address the recommendation, and in the majority of cases, it is considered that they do, and thus there are no residual recommendations.

However, there are some areas where it is considered that the thematic policy being referred to could be strengthened. This is the case for the following:

- Climate change (Objective 12) – As part of the review of the Scoping Report, it was concluded that there was no requirement to update the objectives. However, since the 2019 IA, there has been greater emphasis on the climate change agenda, reflective of the declaration of a climate emergency by the ten GM authorities. It is considered that Objective 12 does cover climate emergency, but it is recommended that within the Sustainable and Resilient Chapter, more specific references are made to climate change and net zero development.
- Accessible design standards – whilst this is covered broadly in Policy GM-E 1 and within GM-H 3 relating to housing, it is suggested that policies are strengthened with more specific reference to accessible design of buildings and spaces to meet the needs of all users.
- Deprivation – whilst again, this is covered broadly within Policy GM-E 1, particularly referencing social inclusivity, it is considered that the policy could be more explicit in terms of inclusive growth and making jobs available to existing local communities or to those suffering from deprivation.

Other specific recommendations are also made to other policies.

6.3 Mapping policies to the IA framework

Table 11 shows which IA objectives the thematic policies directly link to i.e. where the over-arching themes are broadly similar. The table shows that each thematic policy has a corresponding IA objective, showing a strong correlation between the two.

It may not be necessary for every policy to discuss every topic it is directly or indirectly linked to. For example, the IA has assumed that any transport schemes brought forward will have regard for policies relating to resilience, flood risk, green infrastructure, nature conservation etc. Similarly, there is an assumption that development which comes about as a direct result of policy, will be brought forward with more detailed assessment such as detailed Environmental Impact Assessment (EIA) or other technical supporting studies.

Table 11: Thematic policies and corresponding IA objective

GMSF Policy Reference	Previous GMSF Policy Reference	Name of Policy/ Allocation	Directly corresponds to IA objective No
	Spatial Strategy		
GM-Strat 1		Core Growth Area	Various
GM-Strat 2		City Centre	Various
GM-Strat 3		The Quays	Various
GM-Strat 4		Port Salford	Various
GM-Strat 5		Inner areas	Various
GM-Strat 6		Northern Areas	Various
GM-Strat 7		North-East Growth Corridor	Various
GM-Strat 8		Wigan-Bolton Growth Corridor	Various
GM-Strat 9		Southern Areas	Various
GM-Strat 10		Manchester Airport	Various
GM-Strat 11		New Carrington	Various
GM-Strat 12		Main Town Centres	Various
GM-Strat 13		Strategic Green Infrastructure	11
GM-Strat 14		A Sustainable and Integrated Transport Network	3, 9
	A Sustainable and resilient Greater Manchester		
GM-S 1	GMSUS1	Sustainable development	Various
GM-S 2	GMSUS2	Carbon and Energy	12,15
GM-S 3	SRGM3	Heat and Energy Networks	15
GM-S 4	GMSUS3	Resilience	Various
GM-S 5	GMSUS4	Flood Risk and the Water Environment	13, 14
GM-S 6	GMSUS5	Clean Air	10
GM-S 7	SRGM10	Resource Efficiency	18
	A Prosperous Greater Manchester		
GM-P 1	ECON1	Supporting Long-Term Economic Growth	2
GM-P 2	ECON2	Employment Sites and Premises	2
GM-P 3	ECON3	Office Development	2
GM-P 4	ECON4	Industrial and Warehousing Development	2
	Homes for Greater Manchester		
GM-H 1	SOC2	Scale of New Housing Development	1
GM-H 2	SOC4	Affordability of New Housing	1
GM-H 3	SOC5	Delivering a Mix of Housing Values and Tenures	1
GM-H 3	SOC6	Type, Size and Design of New Housing	1
GM-H 4	SOC7	Density of New Housing	1

GMSF Policy Reference	Previous GMSF Policy Reference	Name of Policy/ Allocation	Directly corresponds to IA objective No
	A Greater Manchester for Everyone		
GM-E 1	SOC 1	Sustainable Places	Various
GM-E 2	SOC 11	Heritage	16
GM-E 3	N/A	Cultural Facilities	Various
GM-E 4	SOC8	New Retail and Leisure Uses in Town Centres	2
GM-E 5	SOC9 1	Education, Skills and Knowledge	8
GM-E 6	SOC9 1	Health	6
GM-E 7	SOC10	Sports and Recreation	6, 7
	A Greener Greater Manchester		
GM-G 9	GGM1	A net Enhancement of Biodiversity and Geodiversity	11
GM-G 2	GGM2	Green Infrastructure network (includes policy on Green Infrastructure Opportunity Areas)	11
GM-G 3	GGM3	River Valleys and Waterways	14
GM-G 4	GGM4	Lowland Wetland and Mosslands	11
GM-G 7	GGM5	Trees and Woodland	11
GM-G 5	GGM6	Uplands	11
GM-G 6 GM-G 8	GGM7	Access to Natural Green Space (now 2 policies Urban Green Space and Standards for a Greener Greater Manchester)	11
GM-G 1	GGM8	Valuing Important landscapes	11, 16
GM-G 10	GGM9	The Greater Manchester Green Belt	Various
GM-G 11	N/A	Safeguarded Land	Various
	A connected Greater Manchester		
GM-N 1	GMCON1	Our Integrated Network	3
GM-N 2	GMCON2	Digital Connectivity	3
GM-N 5	GMCON3	Walking and Cycling Network	3, 9
GM-N 3	GMCON4	Public Transport Network	3, 9
GM-N 4	GMCON5	Streets for All	3, 9
GM-N7	GMCON6	Transport Requirements of Development	3, 9
GM-N 6	GMCON8	Freight and Logistics	3
	Delivering the Plan		
GM-D1	N/A	Infrastructure Implementation	Various
GM-D2	N/A	Developer Contributions	Various

There is no policy within the 2020 draft GMSF relating specifically to waste or minerals. Waste and Minerals is dealt with in GM through two plans - the Joint Waste Development Plan Document (2012) and the Joint Minerals Development Plan Document (2013). As such, a decision was taken to not explore Waste and Minerals in detail as part of this GMSF. The IA has highlighted a number of areas where consideration of waste (e.g. operational waste) might be considered within other linked policies.

Deprivation is a cross-cutting issue which should be considered under many different headings. However, the A Greater Manchester for Everyone chapter tackles the issue of deprivation in more detail. **Error! Reference source not found.** lists the composite elements of the Index of Multiple Deprivation (IMD), and how GMSF policy relates to this. Crime is the only element which does not have a corresponding policy. However other policies such as the Resilience Policy covers designing out crime.

Table 12: Composite elements of the IMD

Deprivation domain	Thematic policy link
Income deprivation	Employment related policy is discussed in section 9 of this report under the 'A Prosperous Greater Manchester' heading. Education, Skills and Knowledge policy is discussed in section 6 of this report under GM-E 5 Education, Skills and Knowledge.
Employment deprivation	
Health deprivation	Health policy discussed in section 11 'GM-E 6 Health' of this report.
Education, skills and training deprivation	Education, skills and knowledge policy discussed in section 11 'GM-E 5 Education, Skills and Knowledge' of this report.
Barriers to housing and services	Housing policy discussed in section 10 of this report under the 'Homes for Greater Manchester' heading of this report.
Crime	Not considered in the GMSF.
Living environment deprivation	Various environmental policies and policies addressing "indoor" living environment (i.e. housing, discussed in section 10 of this report under the 'Homes for Greater Manchester' heading).

7 Spatial Strategy

The policies for the spatial strategy did not have policy references at the time of completing the 2019 IA. However, they have been added for this 2020 IA.

7.1 Core Growth Areas (GM-Strat 1)

Synergies with the IA framework

The policy focuses on the economic role of the Core Growth Area for delivering jobs and supporting major growth, including the delivery of housing where it is not at the expense of increased economic function.

The policy aligns with the delivery of housing as outlined in objective 1. The policy includes a significant increase in the number of homes in the area. In addition, the policy aligns with objective 2 focusing on the delivery of employment land, with the policy stating that the economic role of the Core Growth Area will be protected and enhanced, with major growth in the number of jobs provided across the area.

The policy has strong synergies with objective 3 focusing on improved transport infrastructure and objective 9 focusing on sustainable transport as the policy refers to infrastructure provision to support growth.

The policy also has strong synergies to objective 4 to reduce levels of deprivation as the policy refers to the provision of jobs across the area, which will indirectly feed into the local economy and likely reduce deprivation.

The policy aligns with objectives 7 and 8 which focuses on access to social infrastructure and educational attainment. The policy refers to the provision of infrastructure to support growth and capacity, but it is not specifically stated whether this includes social and educational infrastructure.

The policy aligns with objective 16 which supports the conservation and enhancement of landscape, townscapes and heritage assets, as economic investment may present opportunities to invest in these assets.

2019 IA – recommended enhancement and mitigation

Regarding the support of education and training to provide a suitable labour force, the policy could link the growth of jobs with provision for training and education facilities.

In relation objective 4 to reduce levels of deprivation, the policy should ensure that it refers to inclusive growth and making jobs available to existing local communities or to those suffering from deprivation.

In relation to the provision of infrastructure, the policy should be more specific and make sure it references social and educational infrastructure, in line with objectives 7 and 8.

To mitigate potential negative impacts to air quality, as identified in objective 10, the policy should ensure that economic growth takes into consideration air quality though preparing appropriate assessments and utilisation of AQMQ where necessary.

In relation to potential negative impacts against climate change resilience, the policy should ensure that growth and development is sensitive to climate change and is considered through design and construction phases, utilising mitigation where necessary.

Regarding objective 14 which aims to protect and improve quality and availability of water resources, the policy could be strengthened by ensuring compliance with the WFD and protecting water utilised in development from contamination.

In reference to energy efficiency as outlined in objective 15, the policy should encourage energy efficiency throughout design and development phases.

Finally, in relation to objective 16 to conserve and enhance landscape, townscape and heritage assets, the policy should refer to the importance of improving and protecting the historic environment, landscape and local character through design and development.

2020 updated position

The policy wording has been amended to reflect a number of the recommendations above.

In response to recommendations for Objective 1, the policy now includes reference to a range of housing types, connectivity to employment and green spaces and sustainable development. It is noted that Our Strategy and Homes for GM chapter cover housing provision. This has resulted in greater positive effects in the medium to long term.

In relation to Objective 2, the policy now includes reference opportunities to create jobs for local communities and connections with training and education facilities which could result in more positive effects in the medium to long term.

Regarding Objective 4, the policy now includes reference to opportunities for local communities. It is also noted that inclusive growth is referred to in Policy GM-E 1.

For Objective 7, the policy now includes reference to social infrastructure supporting new homes.

In relation to Objective 8, amendments have not been made to refer to educational facilities linking to growth industries, but GMCA has explained that this is covered in Policy GM-E 5.

For Objective 10, amendments have not been made relating to specifically referencing air quality, but GMCA has explained that this is covered in Policy GM-S 6.

Regarding Objective 12, the policy has been updated to refer to sustainable development and appropriate design, but not climate change.

No amendments have been made in relation to Objective 14 and reference being made to compliance with the WFD and protecting water utilised in development from contamination. However, GMCA has explained that this is covered in Policy GM-S 5.

In relation to Objective 15, policy text has been updated to include reference to appropriate design. Whilst reference to energy efficiency has not been referenced, GMCA has explained that this is covered by Policy GM-S 2.

For Objective 16, policy text has been updated to reference appropriate design. However, no changes have been made in relation to improving landscape or enhancing the historic environment. GMCA has explained that this is covered in Policy GM-E 1 and GM-E 2.

It is considered that the amended policy and relevant thematic policies address the majority of the recommendations. However, in relation to climate change (Objective 12) it is recommended that this issue should be made more explicit in this policy or the relevant thematic policies within the Sustainable and Resilient chapter.

7.2 City Centre (GM-Strat 2)

Synergies with the IA framework

The policy is focused specifically on the City Centre. It has positive synergies with objective 1 as it makes reference to housing provision in the City Centre and the connectivity of housing. The policy also has positive effects for objective 2 as there is employment provision. The policy states that improvements will be made to the public realm, walking and cycling facilities and green infrastructure.

2019 IA – recommended enhancement and mitigation

The policy could be enhanced by making reference to the type of housing that will be provided, it could also reference the education, healthcare and community facilities that will be required for residential development.

Providing residential and employment areas in the City centre will enable a reduction in travel which could be highlighted in the policy. Providing

further employment and enabling economic growth could support the reduction in levels of poverty which could be referenced.

Further references could be made to transport facilities, particularly public transport, that are on offer in the City Centre.

The links between the public realm and local character, and to the historic environment assets and how these will be protected and enhanced should be highlighted in the policy.

A reference should also be made to the indirect effect on contaminated land.

2020 updated position

The policy has been strengthened by a number of amendments. References are now made to a range of high-density homes (Objective 1). It has also been amended to state that development in the City Centre will reduce the need to travel to work and will be supported by necessary infrastructure (Objective 2, 5, 7 and 9). The role of the City Centre in supporting economic growth, reducing levels of poverty (Objective 3 and 4).

Whilst the policy has not been amended to refence utilities or digital infrastructure, GMCA explained that this is addressed in Policy GM-S 3 and GM-N 2 (Objective 3).

Reference has not been made to social importance of the public realm, GMCA explained that this is covered in Policy GM-E 1 (places should be legible and have places to rest for people of all mobility levels) (Objective 5).

It is noted that access to education within the City Centre is not referenced, but GMCA explained that this is covered by GM-E 3 and GM-E 7 (Objective 7).

Given the change in emphasis in climate change in GM, it is considered that the policy could make reference to this specifically or addressed by the relevant thematic policies within the Sustainable and Resilient chapter (Objective 12).

The policy has been strengthened by referencing protection and enhancement of the City Centres historic environment and assets (Objective 16). In addition, the policy has been amended to reflect the effect which the public realm and green infrastructure has on local character (Objective 17). Reference is not made to contamination land, as this is addressed by Policy GM-S 1.

As a result of amendments to the policy, a number of the scores against the Objectives above have been improved.

7.3 The Quays (GM-Strat 3)

Synergies with the IA framework

The policy is focused specifically on The Quays. It has positive synergies with objective 1 as it makes reference to housing provision and the connectivity of housing. The policy also has positive effects for objective 2 as there is employment provision.

The policy has positive effects against objective 3 as the policy states that improvements will be made to accessibility by public transport, cycling and walking which includes better links to rail stations and the City Centre. This results in synergies to objective 10 and 15 as there would be indirect benefits for air quality and emissions.

The allocation would be on brownfield land which would benefit objective 17.

2019 IA – recommended enhancement and mitigation

The policy could be enhanced by making reference to the type of housing that will be provided, it could also reference the education, healthcare and community facilities that will be required for residential development.

Providing further employment and enabling economic growth could support the reduction in levels of poverty which could be referenced.

Further references could be made to transport facilities, particularly public transport, that are on offer.

The links between the public realm and local character, and to the historic environment assets and how these will be protected and enhanced should be highlighted in the policy.

A reference should also be made to the indirect effect on contaminated land.

2020 updated position

The policy has been strengthened by a number of amendments. References are now made to a range of high-density homes (Objective 1). It also now references proximity of The Quays to sources of employment and education. The policy has also been amended to reflect the role The Quays will make in reducing levels of unemployment as an economic location of significance (Objective 2 and 4).

Reference has not been made explicitly to reducing poverty (Objective 4). In response to recommendations relating to Objective 5, the policy now refers to public realm as an area of high environmental quality.

The Policy has been amended to reference support by necessary infrastructure and amenities and notes proximity of education facilities

(Objective 7). The importance of green infrastructure in creating a high-quality environment is also stated (Objective 6 and 7).

Whilst reference is not made specifically to social infrastructure or education facilities, GMCA explain that this is addressed by Policy GM-E 3, GM-E 7 and GM-E 5.

Reference is not made to contamination land, as this is addressed by Policy GM-S 1.

As a result of amendments to the policy, a number of the scores against the Objectives above have been improved.

Whilst the strengthened wording around reducing unemployment is noted, it is recommended that the policy could be strengthened further with reference to reducing poverty.

7.4 Port Salford (GM-Strat 4)

Synergies with the IA framework

The policy is focused on Port Salford, and therefore has synergies with objective 2 which seeks to develop Port Salford as an integrated tri-modal facility. To support this, the policy references the necessary highway improvements that will be compatible with enhancement of the wider network, and therefore the policy has positive effects with objective 3.

The nature of the facility that will be developed, could reduce carbon emissions and therefore the policy has a positive effect with objectives 10 and 15.

The site is a brownfield site and therefore has synergies with objective 17.

2019 IA – recommended enhancement and mitigation

The policy could make reference to the inclusion / provision of education and training to ensure the labour force is suitable for port activities.

There are currently references to transport, but no specific mention is made to address the transport needs of employees accessing the site and the modes of transport that will be encourage and available. This could include a reference to sustainable travel to mitigate air quality conditions and emissions.

Due to the location of Port Salford, enhancement to the existing and creation of further multifunctional green infrastructure could be mentioned within the policy.

A reference should also be made to the indirect effect on contaminated land.

2020 updated position

The policy has been strengthened through references to sustainable travel to meet needs of employees accessing Port Salford (Objective 3 and 10).

Whilst the policy has not been amended to specifically reference education or training (Objective 2 and 8), GMCA note that this is addressed by Policy GM-E 5. The policy has not been amended to reference economic growth reducing levels of poverty, but GMCA explain this is covered in GM-P 1 which references inclusive growth (Objective 4). It is considered that the policy could be strengthened through specific reference to reducing poverty.

As air quality is addressed by Policy GM-S 6 and emissions by Policy GM-S 2, the policy has not been amended in this regard (Objective 10 and 15). Amendments relating to enhancement of sites and creation of multifunctional green infrastructure have not been made, as GMCA explain it is covered by Policy GM-G 2 and GM-G 9 (Objective 11 and 17).

Whilst the effect of a number of policies remains uncertain, as a result of amendments to the policy, a small number of scores against the Objectives above have been improved (over the long term).

7.5 Inner Areas (GM-Strat 5)

Synergies with the IA framework

The policy refers to the regeneration of the inner areas, which includes providing residential accommodation and enhancing quality of places including enhanced green infrastructure and improvements to air quality.

The policy compliments objective 1 for the provision of housing as it encourages new people to move into the inner area. It also encourages for new people to move into these areas whilst retaining existing communities, which is aligned with objective 5 to foster good relations between different people.

The policy is aligned with objective 4 to reduce levels of deprivation as regeneration and development in the inner areas, whilst retaining existing communities will likely improve existing deprivation issues.

The policy refers to improving the quality of places, including through enhanced green infrastructure and improvements to air quality. As such, this has synergies with several objectives including improving health and wellbeing (objective 6), air quality (objective 10), green infrastructure (objective 11), and landscape/ townscape improvements (objective 16).

In addition, the policy does not refer to sustainable transport, as referenced in objective 9, however the policy refers to the inner areas being high accessible which promotes the use of existing transport infrastructure.

Finally, the policy has synergies with objective 17 for the reuse of previously development land as the policy covers inner areas which are already significantly built up and therefore encourage development of previously developed land.

2019 IA – recommended enhancement and mitigation

The policy should make specific reference to the type and tenures of dwellings, ensure that residential amenity is protected if existing areas have mixed tenures and make specific reference to the energy efficiency of the housing stock.

It is encouraged that the policy should identify the type of development that will be encourages, with specific reference to type of employment land.

In relation to deprivation, the policy should specify that regeneration will be linked to reducing levels of deprivation. In addition, in relation to promotion of equality, the policy could reference integration with existing communities and encourage the provision of varied tenures within the development, specifying uses and community buildings would also enhance the policy.

The policy would be strengthened by linking the proposed enhancements to quality of places to increasing health and wellbeing and referring to the importance of access to GI, linking this to the wider networks. In addition, this could be expanded to include historic environment and local character.

In relation to the provision of infrastructure, the policy should be more specific and make sure it references social and educational infrastructure, in line with objectives 7 and 8.

In relation to transport infrastructure, the policy could be strengthened by making specific reference to utilising new and existing transport infrastructure, specifically in reference to sustainable modes of transport.

Regarding the conservation and enhancement of biodiversity, the policy could be strengthened by referring to protecting and enhancing wildlife and habitats. In addition, the policy should seek to protect and enhance green infrastructure, and ensure that green infrastructure is accessible to all.

Regarding objective 14 which aims to protect and improve quality and availability of water resources, the policy could be strengthened by ensuring compliance with the WFD and protecting water utilised in development from contamination

In reference to energy efficiency as outlined in objective 15, the policy should encourage energy efficiency throughout design and development phases.

2020 updated position

The policy has been strengthened through references to mix of size, type and tenure of homes. It also now refers to integration with existing communities and also protection of amenity of existing residents where a mix of uses are proposed (Objective 1 and 5).

Whilst energy efficiency is not explicitly mentioned, GMCA explain this is covered by Policy GM-S 2. A mix of uses is now referred to (Objective 2). Regeneration is promoted and will be linked to reducing poverty (Objective 4). Reference is now made to health and wellbeing (Objective 6) and improved social infrastructure (Objective 7).

The policy has been amended to reference provision of necessary social infrastructure, including improved transport infrastructure (Objective 8 and 9). Whilst education is not explicitly mentioned, GMCA explain this is addressed by Policy GM-E 5 (Objective 8). The policy has been amended to consider the natural environment and its assets along with improved access to green infrastructure. Additionally, this matter is addressed by Policy GM-G 9 (Objective 11).

Whilst no amendments have been made in regard to water management, GMCA explain this covered by Policy GM-S 5 (Objective 14). The policy has been strengthened in terms of reference to design quality and enhancing historic environment and local character (Objective 15 and 16). Whilst energy efficiency is not explicitly mentioned, GMCA explain this is covered by Policy GM-S 2 (Objective 15).

As a result of amendments to the policy, a number of the scores against the Objectives above have been improved.

7.6 Northern Areas (GM-Strat 6)

Synergies with the IA framework

The policy seeks to increase the competitiveness of the northern area, focusing on regeneration, to boost economic opportunities and diversify housing provision.

There are synergies between the policy and objective 1 and objective 2 as the policy advocates the selective release of Green Belt to help boost economic opportunities and diversity housing provision.

In relation to the provision of transport infrastructure (objective 3 and 9) the policy refers to improving transport connections as a priority.

In addition, there are links between the policy and objective 17 to ensure that land resources are allocated and used in an efficient and sustainable manner, as the policy refers to the sensitive release of Green Belt, which has implications of the use of previously development land and buildings.

2019 IA – recommended enhancement and mitigation

The policy would be improved by ensuring that employment is provided in areas of need and supporting the principles of inclusive growth. This links to objective 4 and the reduction of deprivation, whereby there should be reference make between employment provision and reducing deprivation.

In relation to the provision of infrastructure, the policy should be more specific and make sure it references social and educational infrastructure, in line with objectives 7 and 8. In addition, this should link to the provision of educational facilities to ensure a skilled workforce for the future.

In relation to air quality, the policy could be strengthened by ensuring that economic growth takes into consideration air quality though preparing appropriate assessments and utilisation of AQMQ where necessary.

In relation to the sensitive release of Green Belt, the policy should fully consider the potential implications on biodiversity and landscape assets.

In relation to potential negative impacts against climate change resilience, the policy should ensure that growth and development is sensitive to climate change and is considered through design and construction phases, utilising mitigation where necessary.

Regarding objective 14 which aims to protect and improve quality and availability of water resources, the policy could be strengthened by ensuring compliance with the WFD and protecting water utilised in development from contamination

In reference to energy efficiency as outlined in objective 15, the policy should encourage energy efficiency throughout design and development phases.

Finally, the policy should encourage a brownfield first approach throughout all development opportunities.

2020 updated position

The policy has been strengthened by referencing design quality (Objective 1). Whilst energy efficiency is not explicitly mentioned, GMCA explain this is covered by Policy GM-S 2. The policy has also been amended to reflect access to employment opportunities, principles of inclusive growth and reducing deprivation (Objective 2 and 4).

The policy has been amended to reflect that development will be supported by necessary infrastructure and amenities (Objective 7). Although explicit reference has not been made to social infrastructure, GMCA explain this is covered in Policy GM-E 3, GM-E 5 and GM-E 7 and education is covered in Policy GM-E 5).

For Objective 10, amendments have not been made relating to specifically referencing air quality, but GMCA has explained that this is covered in Policy GM-S 6.

The policy has been amended to state that land proposed to be released from the Green Belt will seek opportunities to enhance natural and historic environment (Objective 11 and 16). Additionally, Policy GM-G 10 covers the Manchester Green Belt and Policy GM-G 9 concerns enhancement of biodiversity and geodiversity.

The policy has not been updated to reflect climate change mitigation (Objective 12), but GMCA explain that this is addressed by Policy GM-S 1. It is noted that whilst Policy GM-S1 does cover sustainable development it does not explicitly refer to climate change. It is considered that this should be amended accordingly.

The policy has been strengthened in terms of reference to design quality. Whilst energy efficiency is not explicitly mentioned, GMCA explain this is covered by Policy GM-S2 (Objective 15).

It is considered that the amended policy and relevant thematic policies addresses the majority of the recommendations. However, in relation to climate change (Objective 12) it is recommended that the issue should be made more explicit in this policy or the relevant thematic policies within the Sustainable and Resilient chapter.

7.7 North-East Growth Corridor (GM-Strat 7)

Synergies with the IA framework

The policy has synergies with objective 1 and objective 2 as it seeks to deliver a large number of housing and a nationally significant area of economic activity and growth.

There are synergies with objective 3 as the policy includes highways improvements to accommodate the scale of traffic that will be generated.

There are uncertain effects against a number of other objectives.

2019 IA – recommended enhancement and mitigation

The policy could be enhanced by referencing the mix of housing, or that there will be a mix of housing, provided in the area and mentioning the provision of education and other facilities in conjunction with housing and employment.

The policy references the need for highways improvements but could also reference public transport to support the scale and spatial distribution of development. Active travel would also be a more desirable mode of transport so provision should be made for walking and cycling.

The supporting text to the policy indicates that the allocation area contains areas of deprivation, and so a link could be made between economic growth and reducing levels of poverty.

The policy does not make reference to biodiversity, however the allocation area covers a large area so enhancement and creation of multifunctional green infrastructure in development of housing and employment land is important. A reference should also be made to the indirect effect on agricultural land and contaminated land.

2020 updated position

The policy has been strengthened to include reference to the increase in residential offer, including the type, quality and mix in this location. GMCA explain that Policy GM-H 3 also further details the type, size and design of new housing (Objective 1). Whilst education is not explicitly mentioned GMCA explain this is addressed by Policy GM-E 5 (Objective 2 and 8).

No changes have been made to the policy to reference public transport to support the scale and spatial distribution of development. GMCA explain that this is addressed by Policy GM-N 3 (Objective 3).

In regard to Objective 4 the policy now makes reference to diversifying the employment offer and ensuring inclusive growth to help reduce levels of deprivation.

The policy has not been amended to include reference to public spaces enhancing interaction or equal access to facilities for all. GMCA explain that this is covered by Policy GM-E 1 (Objective 5).

The policy has also not been changed to link employment and housing provision to provision and enhancement of green spaces. This is because this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure including green spaces (Objective 6).

Whilst the policy has not been amended to include reference to wider facilities such as healthcare, education and community facilities, GMCA note that this is addressed in other policies such as GM-E 3, GM-E 5, GM-E 7 and Strategic Policy GM-Strat 6 states that development will be supported by necessary infrastructure (Objective 7 and 8).

The policy has not been changed to include specific reference to efficient patterns of movement, public transport provision through development or active travel. GMCA explain this is covered by GM-Strat 6 which states development will be complemented by improvements to transport connectivity including public transport, cycling and walking (Objective 9).

The policy has not been amended to reference enhancement or creation of green infrastructure or effect on agricultural land. GMCA explain that this is addressed by Policy GM-G 2 and GM-G 9 (Objective 11 and 17).

Given the change in emphasis in climate change in GM, it is considered that the policy could make reference to this specifically or addressed by the relevant thematic policies within the Sustainable and Resilient chapter (Objective 12).

As with a number of other strategic policies, in relation to Objective 17, policy text has not been amended to make specific reference to the indirect effect on contaminated land. However, GMCA note that this policy is a strategic policy and detailed enhancement is considered throughout the allocation policies. Additionally, Policy GM-S 1 includes reference to bringing previously developed sites back into use and ensuring mitigation and remediation has been implemented.

As a result of amendments to the policy, a small number of the scores against the Objectives above have been improved. The remainder are addressed by wider GMSF policies.

7.8 Wigan-Bolton Growth Corridor (GM-Strat 8)

Synergies with the IA framework

The policy focuses on the delivery of a regionally- significant area of economic and residential development along the Wigan-Bolton Growth Corridor.

The policy has synergies with IA objective 1 and 2 as it refers to delivery of economic and residential development.

The policy also has strong links with objectives in relation to the provision of transport infrastructure, including highways infrastructure (IA objective 3) and sustainable transport (IA objective 9).

In relation to the reduction in deprivation regarding IA objective 4, the policy makes links though the reference to economic development, which will indirectly feed into the local economy and likely reduce deprivation.

The policy has link to IA objective 6 which focuses on health and wellbeing as the policy refers to the restoration of Hulton Park for leisure and tourism facilities, providing recreation for golf use.

In policy has strong links to objective 17 as it refers to a large proportion of the land being brought forward for development being previously developed land.

2019 IA – recommended enhancement and mitigation

In relation to the provision of infrastructure, the policy should be more specific and make sure it references social and educational infrastructure, in line with objectives 7 and 8. In addition, this should link to the provision of educational facilities to ensure a skilled workforce for the future.

In relation to deprivation, the policy could be strengthened by ensuring that economic development will have a beneficial impact on local communities or those suffering from deprivation.

In relation to air quality, the policy could be strengthened by ensuring that economic growth takes into consideration air quality though preparing appropriate assessments and utilisation of AQMQ where necessary.

In relation to potential negative impacts against climate change resilience, the policy should ensure that growth and development is sensitive to climate change and is considered through design and construction phases, utilising mitigation where necessary.

Regarding objective 14 which aims to protect and improve quality and availability of water resources, the policy could be strengthened by ensuring compliance with the WFD and protecting water utilised in development from contamination

In reference to energy efficiency as outlined in objective 15, the policy should encourage energy efficiency throughout design and development phases.

Finally, the policy could be strengthened by ensuring that investment in the economy results in the opportunities to improve areas and impacts on landscape, the historic environment and local character.

2020 updated position

Recommendations relating to referencing educational provision is covered by Policy GM-E 5 (Objective 2, 7 and 8) and health facilities in GM-E 6. References to ensuring economic development will have a beneficial impact on communities and provision of necessary infrastructure is addressed by Policy GM-Strat 6.

For Objective 10, amendments have not been made relating to specifically referencing air quality, but GMCA has explained that this is covered in Policy GM-S 6.

The policy has not been updated to reflect climate change mitigation (Objective 12), but GMCA explain that this is addressed by Policy GM-S 1. It is noted that whilst Policy GM-S 1 covers sustainable development it does not explicitly refer to climate change.

Whilst no amendments have been made in regard to water management, GMCA explain this covered by Policy GM-S 5 (Objective 14).

Whilst energy efficiency is not explicitly mentioned, GMCA explain this is covered by Policy GM-S2 (Objective 15).

No amendments have been made to ensure investment in the economy results in improvements to landscape, historic environment and local character (Objective 16). GMCA explain this is addressed in Policy GM-Strat 6 which states development will be seek opportunities to enhance the historic and natural environment. Although landscape is not explicitly referenced, Policy GM-E 1 covers sustainable places and states places should have a clear identity which respond to landscape features. Additionally, Policy GM-E 2 covers heritage. Policy GM-E 1 covers

sustainable places and states places should have a clear identity which respects the character of the locality.

It is considered that the amended policy and relevant thematic policies addresses the majority of the recommendations. However, in relation to climate change (Objective 12) it is recommended that the issue should be made more explicit in this policy or the relevant thematic policies within the Sustainable and Resilient chapter.

7.9 Southern Areas (GM-Strat 9)

Synergies with the IA framework

The policy focuses on protecting the enhancing the economic competitiveness, neighbourhood quality and environmental attractiveness of the southern areas.

The policy has synergies with objective 2 through referring to protecting and enhancing economic competitiveness and a strong emphasis on maximising the economic potential of and benefit of investment in Manchester Airport.

The policy has strong synergies with objectives focusing on investment in transport, with the policy stating that there will be an emphasis on maximising the economic potential of and benefit of investment in Manchester Airport and associated transport infrastructure.

In relation to the reduction in deprivation regarding IA objective 4, the policy makes links though the reference to economic competitiveness, which will indirectly feed into the local economy and likely reduce deprivation.

The policy refers to protection and enhancement of neighbourhood quality and environmental attractiveness. Whilst it is not specifically stated what this relates to, it is considered that this would have links on several the IA objectives including improved health (objective 6), provision of social infrastructure (objective 7), improved air quality (objective 10), and conserved and enhanced landscape, townscape and heritage assets (objective 16).

2019 IA – recommended enhancement and mitigation

The policy could be enhanced by specifying in more detail what is referred to by enhancement of neighbourhood quality.

In relation to the enhancement of economic competitiveness identified in the policy, this wording could be strengthened by linking to the growth of training and education provision.

In relation to deprivation, the policy could be strengthened by ensuring that economic development will have a beneficial impact on local communities or those suffering from deprivation.

The policy refers to protected and enhanced neighbourhood quality and environmental attractiveness, however it does not specify what this specifically relates to. As such, the policy could be improved by being more prescriptive and linking directly to supporting improvements to health and wellbeing (objective 6), provision of social infrastructure (objective 7) and biodiversity (objective 11).

The policy refers to investment in transport infrastructure, but this would be improved by being more prescriptive and identifying the priority of investment in public and active modes of transport.

In relation to air quality, the policy could be strengthened by ensuring that economic growth takes into consideration air quality though preparing appropriate assessments and utilisation of AQMQ where necessary.

In relation to potential negative impacts against climate change resilience, the policy should ensure that growth and development is sensitive to climate change and is considered through design and construction phases, utilising mitigation where necessary.

Regarding objective 14 which aims to protect and improve quality and availability of water resources, the policy could be strengthened by ensuring compliance with the WFD and protecting water utilised in development from contamination

In reference to energy efficiency as outlined in objective 15, the policy should encourage energy efficiency throughout design and development phases.

Finally, the policy could be strengthened by ensuring that investment in the economy results in the opportunities to improve areas and impacts on landscape, the historic environment and local character.

2020 updated position

The policy has been strengthened through reference to distinctive local character, quality design and provision of necessary infrastructure (Objective 1 and 2). Although explicit reference has not been made to neighbourhood quality, this is further covered in Policy GM-E 1. Reference is also made to training and educational facilities (but not linked to jobs). However, GMCA explain that Policy GM-E 5 covers education, skills and knowledge (Objective 2 and 8).

In regard to Objective 4 the policy now makes reference benefits from employment opportunities and ensuring inclusive growth to help reduce levels of deprivation, so the policy is now strong in this regard.

The policy has been amended to reflect that development will be supported by sustainable travel modes, an increased quality of residential

offer and improvements to local character. Although explicit reference has not been made to health and wellbeing, this is covered in Policy GM-E 6 (Objective 6).

The policy has been amended to reflect that development will be supported by necessary infrastructure and amenities. Although explicit reference has not been made to social infrastructure, this is covered in Policy GM-E 3, GM-E 5 and GM-E 7 (Objective 7).

The policy has been amended to reflect that development will be supported by sustainable travel modes. This is also covered in Policies GM-N 3 and GM-N 5 (Objective 9).

For Objective 10, amendments have not been made relating to specifically referencing air quality, but GMCA has explained that this is covered in Policy GM-S 6.

With regard to Objective 11, the policy wording has been amended to reflect that development will be supported by necessary infrastructure which includes opportunities to enhance the natural environment. Although explicit reference has not been made to green infrastructure, this is covered in Policy GM-Strat 13, GM-G 2 and GM-G 6.

Policy text has not been updated to reflect climate change mitigation. Although Policy GM-S 1 covers sustainable development, this policy also does not explicitly reference climate change (Objective 12).

No amendments have been made in regard to water management, GMCA explain this covered by Policy GM-S 5 (Objective 14). Energy efficiency is still not explicitly mentioned, GMCA explain this is covered by Policy GM-S 2 (Objective 15).

No amendments have been made with regard to enhancing landscape and heritage assets (Objective 16). GMCA consider this is covered by Policy GM-G 9 and GM-E 2.

As a result of amendments to the policy, a number of the scores against the Objectives above have been improved.

It is considered that the amended policy and relevant thematic policies address the majority of the recommendations. However, it could be further enhanced in regard to Objective 2 through linking education to jobs. In addition, in relation to climate change (Objective 12) where it is recommended that climate change should be made more explicit in this policy or the relevant thematic policies within the Sustainable and Resilient chapter.

7.10 Manchester Airport (GM-Strat 10)

Synergies with the IA framework

The policy has synergies with IA objective 1 as it makes reference to the provision of high-quality new homes. The policy also includes development of a health and biotech cluster and therefore has synergies with objective 2. Additionally, the policy seeks to enhance public transport accessibility which will ensure this housing provision is well-connected.

A main aim of this policy is to greatly enhance the public transport accessibility of the area, in addition to developing Manchester Airport as a world class airport. Connectivity is an integral part of this policy; it therefore has an overall positive effect against this objective 3 and objective 9.

2019 IA – recommended enhancement and mitigation

This policy could be enhanced by referencing that there will be a mix of types of houses that will be made available. Including education and training provision to ensure a skilled and varied workforce would also be beneficial.

The policy does not reference the provision of green space, community facilities, healthcare facilities or education facilities alongside the provision of new homes which would be required.

Although the policy does reference public transport, emphasis could also be placed on active travel as a desirable mode of transport and also the benefits it will bring for air quality and carbon emissions.

A reference should also be made to the indirect effect on agricultural land and contaminated land.

2020 updated position

There have been no changes to the policy in terms of specific reference to housing mix. However, this topic is covered in corresponding thematic policies GM-H 2 and H 3 which covers the affordability and type, size and design of new housing (Objective 1). Whilst education is not explicitly mentioned, GMCA explain this is addressed by Policy GM-E 5 (Objective 8).

With regard to Objective 4, the policy wording has been strengthened to reflect benefits from employment opportunities. It also emphasises that in supporting the principles of inclusive growth, economic growth will help to reduce poverty with opportunities maximised.

The policy has been amended to reflect that development will be supported by sustainable travel modes, an increased quality of residential offer and improvements to local character (Objective 6). Although explicit

reference has not been made to health and wellbeing, this is covered in Policy GM-E 6 (Objective 7) and green infrastructure is covered by Policy GM-G 9.

The policy has been amended to reflect that development will be supported by sustainable travel modes. This is also covered in Policies GM-N 3 and GM-N 5 (Objective 9).

The policy has been amended to reflect that development will be supported by necessary infrastructure and amenities. Although explicit reference has not been made to social infrastructure, this is covered in Policy GM-E 3, GM-E 6 and GM-E 7.

No amendments have been made to the policy text to address mitigation comments in relation to the enhancements of existing wildlife and geological sites. However, this topic is covered in corresponding thematic policy GM-G 9 which covers biodiversity and geodiversity in GM.

The policy has been amended to reflect that development will be supported by necessary infrastructure which includes opportunities to enhance the natural environment. Although explicit reference has not been made to green infrastructure, this is covered in Policy GM-Strat 13, GM-G 2 and GM-G 6 (Objective 11).

No reference has been made to energy efficiency, but GMCA explain carbon and energy are covered in Policy GM-S 2 (Objective 15).

No amendments have been made to the policy wording to reference indirect effect on agricultural land or contaminated land. However, GMCA explain that this is addressed by Policy GM-S 1 which covers sustainable development and GM-G 9 which covers safeguarding ‘best and most versatile’ agricultural land (Objective 17).

It is noted that the policy does not explicitly refer to climate change and the climate emergency. Given the greater emphasis on the climate change agenda, it is considered that this should be amended accordingly (Objective 12) where it is recommended that this issue should be made more explicit in this policy or relevant thematic policies within the Sustainable and Resilient chapter.

7.11 New Carrington (GM-Strat 11)

Synergies with the IA framework

The policy aims to encourage the development of New Carrington which will include new dwellings, employment floorspace and additional retail facilities. In addition, the policy refers to integration with the existing Partington neighbourhood which aligns with IA objective 5.

The policy states that there will be new dwellings and employment floorspace which aligns with IA objectives 1 and 2 to deliver housing and employment land.

In addition, the policy proposed significant public transport and highway infrastructure investment which strongly links to IA objectives 3 (transport investment) and 9 (sustainable transport).

The policy refers to the provision of employment floorspace which will create jobs, and which will indirectly feed into the local economy and reduce deprivation, linking to IA objective 4.

2019 IA – recommended enhancement and mitigation

The policy could be strengthened by including further reference to provision of housing, the types and tenures, connections with existing employment areas, centres and green spaces and the energy efficiency of housing stock.

In relation to IA objective 2, the policy should link economic growth with the growth of training and education provision.

The policy makes several references to transport investment and improvements; however, this could be further improved by providing additional detail regarding the transport network supporting the growth and how connectivity of the site will be integrated within the wider area.

In relation to deprivation, the policy could be strengthened by ensuring that economic development will have a beneficial impact on local communities or those suffering from deprivation. In addition, the policy could reference integration with existing communities and the provision of varied tenure within the development.

In relation to the enhancement of employment opportunities identified in the policy, this wording could be strengthened by linking to the growth of training and education provision. In addition, the policy should refer to the provision of social and educational infrastructure.

In relation to air quality, the policy could be strengthened by ensuring that economic growth takes into consideration air quality though preparing appropriate assessments and utilisation of AQMQ where necessary.

The policy could be further strengthened by referring to the protection and enhancement of wildlife and habitats, linking to IA objective 11.

In relation to potential negative impacts against climate change resilience, the policy should ensure that growth and development is sensitive to climate change and is considered through design and construction phases, utilising mitigation where necessary.

Regarding objective 14 which aims to protect and improve quality and availability of water resources, the policy could be strengthened by ensuring compliance with the WFD and protecting water utilised in development from contamination

In reference to energy efficiency as outlined in objective 15, the policy should encourage energy efficiency throughout design and development phases.

Finally, the policy could be strengthened by ensuring that investment in the economy results in the opportunities to improve areas and impacts on landscape, the historic environment and local character.

Finally, the policy should encourage a brownfield first approach throughout all development opportunities, linking to objective 17.

2020 updated position

No amendments have been made to the policy wording relating to the mix of housing and their connections to services and facilities. However, this topic is covered in corresponding thematic policies GM-H 2 and H 3, GM-E 1 and GM-S 2. The policy wording has been strengthened relating to enhancing green infrastructure and the quality of places (Objective 1).

Policy wording has been amended to reflect that development will be integrated with the existing communities of Carrington, Partington and Sale West, while enhancing the quality of places to ensure maximum regeneration benefits are secured with support for active travel and retaining information surrounding public transport and highway infrastructure. No amendments have been made to the policy in relation to utilities and digital infrastructure provision. However, GMCA explain this is addressed in corresponding thematic policies GM-N 1 and N 2 (Objective 3 and 5).

No change has been made explicitly linking new jobs to having a beneficial impact on local communities or those suffering from deprivation. However, GMCA explain this is addressed by thematic policy GM-E 1.

With regard to Objective 2, 7 and 8, no explicit reference has been made to social infrastructure or educational facilities. However, these topics are covered in corresponding thematic policy GM-E 1 and GM-E 5 respectively.

The policy has been strengthened in terms of active travel. This is also addressed in Policy GM-N 3 and N 5. Whilst the wording has not been amended to include references to public transport, GMCA explain this is addressed by Policy GM-N 1 and N 5.

No amendments have been made in regard to green infrastructure or enhancing habitats. However, GMCA explain this is addressed by Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 and GM-Strat 13 (Objective 11).

No amendments have been made to the policy wording to specifically reference sensitivity to climate change throughout design and construction phases. However, GMCA explain this topic is addressed by Policy GM-S 2 and GM-E 1 (Objective 12 and 15). It is noted that whilst Policy GM-S 2

covers carbon and energy it does not explicitly refer to climate change (see the review of this thematic policy for further recommendations).

No reference has been made to water resource management. GMCA explain this is addressed by Policy GM-S 5 (Objective 14).

Whilst no amendments have been made to make specific reference to opportunities for landscape and heritage improvements, the policy will seek opportunities to enhance the quality of places and their local character. GMCA explain Policy GM-E 1 addresses sustainable places and states places should have a clear identity which respond to landscape features. Policy GM-H 2 also addresses heritage matters within GM (objective 16). The policy has not been amended to refer to brownfield land first approach. However, this topic is addressed in Policy GM-S 1.

As a result of amendments to the policy, a number of the scores against the Objectives above have been improved.

7.12 Main Town Centres (GM-Strat 12)

Synergies with the IA framework

The policy has positive effects with objective 1 as it seeks to increase the residential population within main town centres. The policy also seeks to call for main town centres to strengthen their role as economic drivers which has synergies with objective 2. This will also help to reduce levels of deprivation.

This policy specifies the role of main town centres as key public transport hubs, to enable residents to access opportunities. It will therefore have a positive effect on transport connectivity and ensuring the transport network can support development. This also has synergies with air quality and emissions as public transport is encouraged.

This policy states that development will be carefully managed to ensure local distinctiveness of each centre is retained and enhanced and will therefore have a positive effect upon strengthening local character. The development would be on brownfield land and therefore has synergies with objective 17.

2019 IA – recommended enhancement and mitigation

The policy could be enhanced by making reference to the type of housing that will be provided, it could also reference the education, healthcare and community facilities that will be required for residential development.

Further references could be made to transport facilities, particularly public transport, into town centres and encouraging active travel, which would further link to air quality and reducing emissions.

Providing further employment and enabling economic growth could support the reduction in levels of poverty which could be referenced.

The links between the public realm and local character, and to the historic environment assets and how these will be protected and enhanced should be highlighted in the policy.

A reference should also be made to the indirect effect on agricultural land and contaminated land.

2020 updated position

The policy wording has been strengthened to include reference a mix of dwelling type and size (Objective 1). It has also been amended to state that development will be supported by necessary infrastructure. Whilst reference is not explicitly made to education, this is addressed by Policy GM-E 5 (Objective 2).

The policy wording has been strengthened regarding development being supported by appropriate infrastructure and by a network of active travel routes (Objective 3) and linking development and growth to reducing poverty and delivering inclusive growth (Objective 4 and 5).

Reference to improved public spaces has been added to the policy in terms of physical environment, but the social importance of this space for interaction is not emphasised. However, Policy GM-E 1 states that sustainable places should be legible and should include places to rest for people of all mobility levels (Objective 5). Reference is now made to improved public spaces, green infrastructure and access to opportunities (Objective 6). Whilst healthcare, educational facilities and leisure cultural activities are not specifically referenced, the policy does refer to provision of necessary infrastructure and health, education and social infrastructure are addressed in Policy GM-E 5, GM-E 6 and GM-E 3 (Objective 7 and 8).

With regard to Objective 9, the policy has been amended to reference improved access to opportunities, including major transport hubs and development being supported by a network of active travel modes. This also contributed to Objective 10.

For Objective 10, amendments have not been made relating to specifically referencing air quality, but GMCA has explained that this is covered in Policy GM-S 6.

No specific reference has been made to enhancement of existing wildlife and geological sites. However, GMCA explain this is addressed by Policy GM-G 9 (Objective 11). The policy has been amended to include reference to include new and improved green infrastructure, natural assets and improved public spaces.

This policy has also been strengthened to include enhancement to historic assets. Additionally, Policy GM-E 2 concerns conservation of heritage assets (Objective 16).

Policy text has not been amended to reference indirect effect on agricultural land or contaminated land. However, these issues are addressed by Policy GM-G 9 and GM-S 1 (Objective 17).

As a result of amendments to the policy, a number of the scores against the Objectives above have been improved.

7.13 Strategic Green Infrastructure (GM-Strat 13)

Synergies with the IA framework

The policy aims to ensure that strategic green infrastructure assets are protected and enhanced as key features within Greater Manchester, including river valleys and waterways, lowland wetlands and mosslands, uplands and trees and woodland.

The policy links to IA objective 1 which is focused on the provision of appropriate housing with the policy referring to the protection and enhancement of green infrastructure, which would have a positive impact on access to green space.

The policy has synergies with IA objective 6 for improving health and wellbeing due to the role of green infrastructure in supporting healthier lifestyles. This also links to IA objective 10 focusing on air quality, as the policy discusses the potential of GI to enhance air quality through reduction of emissions and removal of pollutants from air.

The policy links to IA objective 9 for promoting sustainable transport as the protection and enhancement of green infrastructure assets such as river valleys and waterways, and trees and woodlands are likely to encourage more active modes of transport such as walking and cycling, as they provide an improved environment in which to undertake these activities.

The policy has strong synergies with IA objective 11 which focuses on the conservation and enhancement or biodiversity and green infrastructure, which is innate in the policy.

The policy also has indirect links with objective 12 (climate change resilience) and objective 13 (flood risk), as green infrastructure can have indirect positive impacts on drainage and flood mitigation. In addition, the policy refers to the protection and enhancement of blue infrastructure including river valleys and waterways, and lowland wetlands, which links to IA objective 14.

2019 IA – recommended enhancement and mitigation

The policy could be strengthened by stressing the health benefits and the connection between recreation/active transport and improved health. In addition, it could include reference to accessible green infrastructure.

In addition, the policy should highlight the link between green infrastructure and sustainable transport. In addition, this could be linked to air quality, expressing the benefits that increased active transport can have on air quality.

In addition, the policy should add reference to protecting and enhancing ecological value, in relation to objective 11 of the IA.

Finally, the policy could consider including a reference to the Water Framework Direction in relation to improving links with IA objective 14.

2020 updated position

The policy has been strengthened by referencing the benefits green infrastructure plays in terms of health and wellbeing. It has not been amended in terms of referencing accessibility of green space, but policies throughout the Greener chapter (GM-G) cover specific green infrastructure assets in further detail (Objective 6 and 11).

Whilst the policy has not been updated to include reference to sustainable transport. However, this topic is covered through Policy GM-N 1 which covers providing access to services, including greenspace and green infrastructure (Objective 9).

Although air quality is not referenced, this topic is covered in corresponding thematic policy GM-S 6 which covers a range of measures to support improvements in air quality (Objective 10).

No amendments have been made to the policy wording to reference accessibility standards in outdoor spaces. Whilst there is some reference to this specific objective in thematic policies and / or supporting text, it is considered that explicit reference to accessibility standards would strengthen the policy and the GMSF further (Objective 5).This is because it was felt that accessibility is currently a weaker subject within the GMSF when the plan is read as a whole and the plan could be made stronger with these additional references. The policy has been amended to make reference to enhancement of sites ecological value (Objective 11). No amendments have been made to the policy wording to refer to water resource management. However, this is addressed by Policy GM-S 5 (Objective 14).

As a result of amendments to the policy, a small number of the scores against the Objectives above have been improved.

7.14 A Sustainable and Integrated Transport Network (GM-Strat 14)

Synergies with the IA framework

The policy aims to expand Greater Manchester rapid transit network to enable access to more neighbourhoods and areas such as the City Centre, the Quays, the main town centres and Manchester Airport.

The policy has links to IA objective 1 which focuses on ensuring that housing is well connected, as the policy improves transport infrastructure between and to neighbourhoods. In addition, this also feeds to IA objective 2 which focuses on well-connected employment land, as the policy would boost accessibility to places of employment such as the City Centre and main town centres.

There are strong positive links to IA objectives 3 (transport infrastructure) and 9 (sustainable transport), as the policy would increase the provision of rapid transit throughout Greater Manchester.

There are links between the policy and IA objective 5 for promoting equality as the rapid transit network would be widely available for a wide range of the population to use.

In addition, there are synergies between the policy and IA objective 7 which focuses on social infrastructure, as the improved public transport links might increase access to existing facilities such as healthcare, education and recreation facilities.

Finally, the use of public transport might have a beneficial impact on reducing use of cars which would have a positive impact on a reduction in car emissions and therefore a positive impact on air quality (objective 10) and energy efficiency (objective 15).

2019 IA – recommended enhancement and mitigation

The policy could be improved by making explicit reference to supporting reducing levels of poverty, connecting to deprived neighbourhoods.

In addition, the policy should refer to ensuring access for all to transport infrastructure including people living in different areas, linking back to IA objective 5.

Finally, the policy should make specific reference to ensuring that the rapid transit would connect to social infrastructure.

2020 updated position

This policy has not been amended to include reference to deprivation. However, GMCA explain that Policy GM-E 1 states that in order for places to be sustainable, that they must be socially inclusive and respond to needs of all parts of society (Objective 4). The policy now includes

reference to investment in the transport network to ensure greater access for people across GM (ensuring access for all) (Objective 5).

The policy has not been amended to make specific reference to ensuring that the rapid transit would connect to social infrastructure. GMCA explain that health and education are addressed in Policy GM-E 6 and GM-E 5. Policy GM-E 3 and GM-E 7 address social infrastructure. Whilst these policies do reference accessible health and educational facilities, this is not directly linked to rapid transit. The policy could be further strengthened if this direct link was made.

8 A Sustainable and Resilient Greater Manchester

The following section summarises the policies contained within the Sustainable and Resilient Greater Manchester chapter of the GMSF.

8.1 GM-S 1 (formerly GMSUS 1) – Sustainable Development

Synergies with the IA framework

The policy outlines that development should be sustainable, maximising its economic, social and environmental benefits and minimising adverse impacts.

The policy has synergies with IA objective 4 as it references that developments should simultaneously maximise economic, social and environmental benefits. If all three of these areas are combined, then deprivation and reductions in poverty will be indirectly reduced.

The policy also links to IA objectives 10 and 11 as the policy states that developments should maximise environmental benefits. If developments take into consideration the benefits for the environment, then air quality should be indirectly improved and biodiversity, green infrastructure and geodiversity assets would be conserved and enhanced.

The policy also has links to IA objective 12 as it is addresses sustainable development.

2019 IA – recommended enhancement and mitigation

The policy could be more specific and detail how housing and employment land provision will be carried out in a sustainable way across all three areas mentioned (economic, environmental and social).

The policy could also be more specific about how transport will link into sustainable development. Further detail could also be included in the

policy concerning how development can support improved health and wellbeing of the population and reduce health inequalities.

2020 updated position

No amendments have been made to the policy wording to reference how residential development will be provided in a sustainable manner. However, GMCA explain this topic is addressed by Policy GM-E 1 which covers the requirement for all development to be well connected and S2 which covers the carbon and energy requirements of development (Objective 1 and 2).

No amendments have been to reference how transport will link into sustainable development. GMCA explain this is addressed by GM-E 1 and GM-N 1 (Objective 3).

Whilst no reference has been made to incorporating resilience into communities, healthier lifestyles or access to greenspace, this is also addressed by Policy GM-E 1. Policy GM-E 6 also addresses health and GM-N 5 which covers active travel modes (Objective 5 and 6).

Whilst it is acknowledged that the supporting text refers to climate change and climate emergency, it is now considered that the policy wording itself should include appropriate and suitable references to the climate emergency agenda and net zero development (Objective 12). Climate change should be made more explicit within the Sustainable and Resilient chapter and this policy specifically.

8.2 GM-S2 (formerly GMSUS 2) – Carbon and Energy

Synergies with the IA framework

The policy aims to support the delivery of a carbon neutral Greater Manchester no later than 2038 through a range of measures which contribute to reducing greenhouse gas emissions.

The policy has strong synergy with IA objective 1 as it aims to adopt a sustainable pattern of development that will reduce commuting distances ensuring housing and employment land is well connected. Similarly, the policy also supports objectives 2 and 3 as adopting a sustainable pattern of development will make efficient use of land in accessible locations and enhance transport and utilities to support development. This directive further ensures equality of opportunity and access to facilities and infrastructure therefore aligning with objective 4.

IA objective 9 is also well supported by the policy as it promotes sustainable modes of transport by maximising the ability to travel by walking, cycling and low-emission public transport. Linking to this objective, the policy also aligns with objective 10 as sustainable travel

should help to improve air quality whilst also maximising the environmental benefits of development.

The policy also supports IA objective 11 as it will conserve and enhance biodiversity and geodiversity assets by restoring peat-based habitats, managing woodland and planting trees.

There is significant crossover with objective 15 as the policy aims to deliver a range of measures to increase energy efficiency and reduce greenhouse gas emissions by taking a positive approach to renewable and low carbon energy schemes. Similarly, the policy also supports objective 18 which refers to energy consumption as it aims to follow an energy hierarchy to further reduce emissions and wasted energy. Reducing the amount of carbon emitted across Great Manchester will therefore enhance the climate resilience of communities and developments and therefore also supports objective 12.

The policy also has strong synergy with objective 17 criteria as it ensures land resources are used in an efficient manner through promoting the retrofitting of existing buildings to improve energy efficiency.

2019 IA – recommended enhancement and mitigation

There is limited mitigation and enhancement for this policy. Objective 4 is focused on deprivation and disparity, however a more explicit reference could be made in the policy wording to this. The multifunctional and multi-beneficial nature of carbon sequestration sites could be explained. For objective 18 specifically, a reference could be made to the sustainable use of physical resources, movement up the waste hierarchy and reduced waste generation.

2020 updated position

No amendments have been made to the policy wording to reference reductions in poverty, deprivation and disparity. However, GMCA explain this is addressed by Policy GM-E 1 ensuring development creates sustainable places (Objective 4).

No amendments have been made to reference the multi-functional and benefits of carbon sequestration sites. GMCA explain this is addressed by GM-G 2 (Objective 12). However, it is considered that the policy should include appropriate and suitable references to the multi-functional and benefits of carbon sequestration sites and the climate emergency agenda. Climate change should be made more explicit within the Sustainable and Resilient chapter and this policy specifically.

In addition, no amendments have been made to the policy wording to address utilisation of physical resources, the waste hierarchy and reducing waste generation. Whilst partially covered by Policy GM-S 7, there could also be further detail supporting for sustainable construction and

innovative principles and technologies to reduce carbon and energy usage across all build development in GM (Objective 16).

8.3 GM-S 3 (formerly SRGM 3) – Heat and Energy Networks

Synergies with the IA framework

The policy aims to encourage the provision of decentralised energy infrastructure to enable low carbon growth, carbon reductions and an increase in local energy generation across Greater Manchester.

The policy has synergies with objective 1 as it has a direct link with supporting improvements in the energy efficiency and resilience of the housing stock by setting out energy requirements for new dwellings.

The policy also links to objective 2 as it sets out distances to ensure that future employment land is well connected to heat networks and required infrastructure.

In relation to objective 3 which ensures sufficient coverage and capacity of infrastructure, the policy is focused on the provision of energy infrastructure to support future development.

It is anticipated that the policy will have an impact on air quality as set out in objective 10 as the policy states that all decentralised heat and energy networks must be accompanied by information on the impacts of the proposals on local air quality. However, it is not clear if this will have a positive or negative influence.

The policy also has synergies with objective 12 which encourages resilience against climate change, as increasing the use of heat networks would support aims towards carbon reductions and indirectly support climate change targets.

Finally, the policy has direct links to objective 15 which supports increased energy efficiency, low carbon generation and reduced greenhouse gas emissions. This is engrained throughout the policy and as such has strong links to this objective.

2019 IA – recommended enhancement and mitigation

The policy could be strengthened by further links to objective 2 and 8 through ensuring that there is education and training available in the field of heat and energy networks so there are skilled workers to take on this future work.

2020 updated position

No changes have been made to the policy wording in relation to education and training relating to heat and energy networks. GMCA note that GM-E

5 provides a specific policy on education, skills and knowledge which includes reference to training and education. However, Policy GM-E 5 does not specifically reference training and education in energy. To strengthen the policy further, a direct link could be made between education and the energy sector.

8.4 GM-S 4 (Formerly GMSUS 3) – Resilience

Synergies with the IA framework

The policy aims to manage development in Greater Manchester through a set of key measures so that it increases the capacity of its citizens, communities, businesses and infrastructure to survive, adapt and grow in the face of physical, social, economic and environmental challenges.

The policy has strong synergy with IA objective 1 as it makes specific reference to the delivery of affordable homes and indirectly connect employment land to housing land. Similarly, the policy also supports objective 2 by connecting employment land to transport networks ensuring a high level of economic diversity is maintained.

The policy also supports objectives 3 and 9 which ensure sustainable transport coverage as it refers to a pattern of development that supports diverse, affordable and reliable transport systems. Furthermore, by improving the transport network the policy will deter the use of private motor vehicles, reducing greenhouse gas emissions and therefore also supports objective 15.

IA objectives 4 and 8 are also covered by the policy which refer to reducing levels of deprivation and disparity and supporting educational attainment. The policy aligns with these aims by promoting enhancements in education, skills, knowledge and healthier lifestyles. Similarly, the policy further supports these objectives as well as objective 5 by providing transport systems that support the need of different areas, ensuring equality of access and opportunity.

There is significant crossover between the policy and IA objectives 6 and 10 which support improved health and well-being of the population. The policy specifically targets supporting healthier lifestyles and minimising potential negative impacts on health including air pollution.

The policy also aligns with objective 11 which involves the conservation and enhancement of biodiversity and green infrastructure. The policy seeks to improve the green infrastructure network and therefore benefits local wildlife.

IA Objectives 12 and 13 which refer to climate resilience are strongly supported by the policy through measures including retrofitting infrastructure to enhance resilience and implementing an integrated catchment-based approach to managing flood risk.

The policy also supports objective 16 to enhance the landscape and its assets by aiming to deliver high quality places that reinforce local identity and promote a sense of community.

2019 IA – recommended enhancement and mitigation

The policy could be enhanced by commenting on how utilities and digital infrastructure will be resilient and able to support the anticipated scale of development in Greater Manchester. It could also detail how resilience can be incorporated into communities by establishing good relations between members of the community.

Furthermore, the policy could include specific targets involving the protections areas of Greater Manchester that are prone to flooding.

2020 updated position

No amendments have been made to the policy wording to include reference to the resilience of utilities and digital infrastructure or resilience into communities (Objective 3). However, GMCA note this is addressed in Policy GM-E 1 which covers the requirement for all development to be resilient and capable to deal with major economic and environmental events while being adaptable and able to respond to changing needs.

No amendments have been made to the policy wording to reflect recommendations around flood risk targets. However, GMCA note that this this is addressed by Policy GM-S 5 which covers flood risk and the water environment.

There is one reference to climate change within the policy wording however this could be made more prominent due to the importance placed on the Districts' declared climate emergencies.

8.5 GM-S 5 (formerly GMSUS 4) – Flood Risk and the Water Environment

Synergies with the IA framework

The policy will use an integrated approach to protect the quantity and quality of water bodies and manage flood risk through a range of measures.

The policy aligns well with IA objective 11 as it refers to protecting and enhancing habitats whilst also providing multifunctional benefits where appropriate that include nature conservation and recreation.

The policy also strongly supports objectives 12 and 13 which relate to climate resilience and flood risk management. The entire policy is dedicated to the prevention and management of flooding and improving the resilience of communities and developments to the effects of climate change. Similarly, IA objective 14 is also covered by the policy which aims

to improve water quality by reducing associated pollutants and securing further investment in wastewater treatment. Another way the policy will reduce water pollution is through the remediation of contaminated land and so it also supports objective 17.

2019 IA – recommended enhancement and mitigation

The policy could be improved by referring to the Water Framework Directive as an overarching, strategic aim. It could also address flood risk in terms safeguarding the health and well-being of the population and reducing health inequalities.

The policy could also mention the need to promote management practices to protect water features from pollution and the need to avoid consuming greater volumes of water resources than are available.

2020 updated position

No amendments have been made to the policy wording to reference health benefits from addressing flood risk (Objective 6). However, GMCA notes that this topic is addressed in corresponding thematic policies GM-G 3 and GM-E 1 which covers GM's river valleys and water ways and requires development to have critical water and drainage infrastructure. The assessment against the objective remains neutral with no change.

The policy wording has been amended to reference the need to conserve water and maximise efficiencies. However, there is no explicit reference to climate change within the policy wording. It is considered that climate change should be made more explicit in relevant thematic policies within the Sustainable and Resilient chapter.

No amendments have been made to the policy wording in relation to referencing water resource management (Objective 14). However, GMCA note this is covered by Policy GM-G 3 and GM-E 1 which covers GM's river valleys and water ways and requires development to have critical water and drainage infrastructure.

Whilst the majority of scores have not changed, at present, given the recommendations relating to climate change, there is some uncertainty against Objective 12.

8.6 GM-S 6 (formerly GMSUS 5) – Clean Air

Synergies with the IA framework

The policy employs a range of measures to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, and where air quality targets are not being met.

The policy has synergy with IA objective 1 which refers to providing a sustainable supply of housing. Although the policy does not specifically

mention housing it indicates that the location and design of development should reduce reliance on forms of transport that generate air pollution therefore improving energy efficiency. Similarly, the policy is also associated with objective 2 which aims to ensure employment land is well-connected. The policy will restrict and regulate development that would generate significant point source solution which may reduce employment opportunities.

The policy also strongly supports IA objectives 3 and 9 by focussing on transport investment and expanding the network of electric vehicles which will ensure sufficient capacity of transport to support growth and development. These provisions will positively impact upon greenhouse gas emissions and therefore the policy also supports objective 15.

The policy strongly aligns with objective 10 on air quality. Public transport and air quality improvements will have a positive effect on the health of the population and therefore objective 6 is also covered by the policy.

IA objective 11 which refers to conserving and enhancing biodiversity, green infrastructure and geodiversity assets is also supported by the policy which aims to enhance the green infrastructure network.

2019 IA – recommended enhancement and mitigation

The policy could be improved by detailing the potential ecological benefits as well as the risks to ecology as a result of air quality in the supporting text.

2020 updated position

No amendments have been made to the policy wording to reference the ecological benefits of resolving air quality and the risks to ecology from air quality (Objective 11). However, GMCA note that this topic is covered in Policy GM-G 2 and GM-G 10 which covers green infrastructure, biodiversity and geodiversity.

There is no reference in the policy wording to climate change. However, this could be made more prominent in this policy and other appropriate thematic policies due to the importance placed on the Districts' declared climate emergencies to ensure this objective is achieved (Objective 12).

8.7 GM-S 7 (formerly SRGM 10) – Resource Efficiency

Synergies with the IA framework

The policy aims to achieve a circular economy and a zero-waste economy within Greater Manchester.

The policy has synergies with objective 12 which focuses on resilience to the impacts of climate change, as the policy focuses on encouraging a

reduction in waste products which would have indirect positive impacts on climate change.

The policy has strong direct links to objective 18 which focuses on the promotion of sustainable consumption of resources, which is innate throughout the policy.

2019 IA – recommended enhancement and mitigation

No enhancement or mitigation included.

2020 updated position

There is no reference in the policy wording to climate change. However, this could be made more prominent in this policy and / or other appropriate thematic policies due to the importance placed on the Districts' declared climate emergencies to ensure this objective is achieved (Objective 12).

9 A Prosperous Greater Manchester

The following section summarises the policies contained within the Economic Development Chapter.

9.1 GM-P 1 (formerly ECON 1) – Supporting Long Term Economic Growth

Synergies with the IA framework

Policy GM-P 1 is the overarching policy within the Economic Development chapter. The policy aims for a thriving and productive economy across all parts of Greater Manchester, maintaining economic diversity, facilitating the development of high value clusters, making the most of the assets within the sub-region e.g. graduates, existing and proposed transport infrastructure, maximising key growth locations, grasping opportunities in the transition to a low carbon economy and providing high-quality living environments to attract and retain skilled workers and graduates.

The policy states a number of key locations that will help to maximise economic growth:

- The City Centre
- Corridor Manchester
- The Quays
- The wider area of economic activity at the heart of GM – stretching from the Etihad Campus through the City Centre, the Quays, to Trafford Park and the Trafford Centre

- Manchester Airport Enterprise Zone
- Eight main town centres – Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale, Stockport and Wigan
- Port Salford
- Heywood / Pilsworth
- M6 Logistics Hub

The policy generally has synergies with the housing, employment and transport objectives however the detail within the policy results in a number of unknowns throughout the assessment due to the detail provided on the exact locations.

2019 IA – recommended enhancement and mitigation

The policy is an overarching, strategic policy for economic development. Due to its strategic nature, many of the assessment criteria are perhaps not suitable for inclusion within policy wording. However, the policy is focused on high skilled employment and workers, with there being no reference in the policy to inclusive growth. This policy therefore should seek to create a sustainable economy and provide employment for all skill levels, in the named key locations, but also other, smaller, employment areas across the ten Greater Manchester districts. At present, it is focused on more high value sectors and employment.

The policy could specify how the high-quality living environments will be created. The policy could link to housing to ensure it is well connected to employment land. It could also link employment and growth to supporting and providing education and training to ensure a qualified workshop in relevant industries, which is not stated in the policy.

Ensure that making the most of transport assets to support development results in making the transport infrastructure fit for purpose, linking to improvements and investment in transport infrastructure. The policy is referring to major transport infrastructure, such as HS2, however it is equally as important to ensure transport benefits all areas of Greater Manchester and allows connectivity that is not just within the city centre and key transport corridors, but more localised public transport connections to allow other areas within Greater Manchester to be accessed.

The policy should ensure that growth is sensitive to existing wildlife and geological sites, and where possible enhancement is encouraged of existing assets. It should also ensure that growth and development is sensitive to climate change, utilising mitigation where necessary.

2020 updated position

The policy has been strengthened to link housing and employment space together and to highlight a range of potential job opportunities (Clause F) and also the need for inclusive growth (Clause A) (Objective 2).

No amendments have been made to the policy wording to reference education and training opportunities (Objective 2). However, GMCA note this topic is addressed in Policy GM-E 5.

No amendments have been made to the policy wording to reference the GM transport connectivity (Objective 3). However, this topic is addressed in Policy GM-N 1 and GM-N 3 which covers GM's integrated network and public transport. No reference has been made to digital connectivity. This is addressed by GM-N 2.

Policy wording has been strengthened in Clause A to reference inclusive growth and amendments in Clause F highlight that employment opportunities need to be connected and accessible to all residents (Objective 4 and 5).

No change has been made to include reference to health innovation industry linking with reducing health inequalities. GMCA note that this topic is covered by Policy GM-E 6 which covers health inequality.

The policy wording has not been changed to include reference how high-quality living environments will be created and links made to policies such as provision of social infrastructure (Objective 7 and 8). However, GMCA note that this topic is addressed in Policy GM-E 3 and GM-E 6 which cover community facilities and healthcare, Policy GM-E 5 which covers skills, education and knowledge, and Policy GM-E 3 and GM-E 7 which covers cultural and sports facilities.

No amendments have been made to the policy wording to address mitigation comments in relation to reference local travel movements and patterns of movement (Objective 9). However, this topic is addressed by Policy GM-N 3 and GM-N 5 which cover public transport and active travel.

No amendments have been made to the policy wording to address mitigation comments in relation to referencing air quality (Objective 10). However, GMCA note this is addressed by Policy GM-S 6 which covers clean air. No amendments have been made to reference opportunities for new and existing wildlife and geological sites. However, this topic is covered by corresponding thematic policy GM-G 9 which covers biodiversity and geodiversity.

No amendments have been made to the policy wording to reference green infrastructure. However, GMCA note that this is addressed Policy GM-G 2 and GM-Strat 13 which covers green infrastructure networks (Objective 11).

No amendments have been made to the policy wording to reference growth and development which is sensitive to climate change and any

potential mitigation throughout the design and construction phases. However, GMCA note this topic is addressed by Policy GM-S 1 and GM-S 2 which covers sustainable development and carbon and energy (albeit recommendations are made against this policy).

No amendments have been made to the policy wording to reference flood risk impacts at the design stage of development (Objective 13 and 14). However, GMCA note that this topic is addressed by Policy GM-S 5.

No amendments have been made to the policy wording to reference energy efficiency, low carbon and renewable energy and greenhouse gas emissions. However, GMCA note that this topic is covered by Policy GM-S 1 and GM-S 2 which cover sustainable development and carbon and energy.

It is considered that to strengthen the policy further, specific reference should be made to climate change and climate emergency within this policy or within the appropriate policies in the Sustainable and Resilient Chapter.

As a result of amendments to the policy, a small number of the scores against the Objectives above have been improved.

9.2 GM-P 2 (formerly ECON 2) – Employment sites and premises

Synergies with the IA framework

The policy has strong correlations with IA objective 2 as it is focused on employment sites and premises. The policy states that both new and updated employment sites would be made available, and this would link to location, scale, type and cost to offer opportunities to all types of businesses.

The key locations set out in P1, Supporting long-term economic growth,' will result in a strong portfolio of prime investment opportunities for new floorspace and in other complimentary locations.

The policy states that to achieve this, land will have to be released from the Green Belt to provide the necessary quality of employment land supply to meet the economic growth needs. With existing employment sites protected from redevelopment to ensure they can remain competitive, which will include local employment areas and strategic locations.

2019 IA – recommended enhancement and mitigation

The policy is focused on establishing new and protecting the existing employment sites. The policy should make reference to linking new employment sites to existing housing areas, where this would be appropriate.

The policy should seek to maximise education and training in relation to the provision of jobs, although there is a policy focused on education and training.

The policy makes no reference to new or existing transport infrastructure. The policy should make specific reference to employment sites near to existing transport infrastructure being prioritised and encourage the use of active modes of transport or public transport for access to the site.

Opportunities for green space creation should be explored along with opportunities for linking existing spaces and ecological networks. Access to any new green space should be open, thus increasing provision (assuming no green space is taken) in local areas, benefiting existing and future communities. Larger, strategic sites should contribute to the creation of new multifunctional green infrastructure within the sites themselves (perhaps in any "buffer" zones between housing and employment), but also attempt to connect to existing sites through green and blue corridors.

The policy should refer to sustainable design, linking to the carbon policy and need for the development of low carbon facilities, surface water networks and building fabric.

2020 updated position

The policy has been strengthened to reference employment land being well connected to residential areas (Objective 1 and 3). No change has been made to reference education, as GMCA note is addressed by Policy GM-E 5 (Objective 8).

Whilst no specific reference is made to tackling inequality, GMCA note this is addressed in Policy GM-E 1. No amendments have been included to reference accessible design standards within employment spaces. (Objective 5).

No amendments have been made to the policy wording to reference opportunities for new and existing green space, blue networks or ecological networks. GMCA note this is addressed in Policy GM-G 2, GM-Strat 13 and GM-G 6 (Objective 6 and 11). No additions have been made with regard to appraising wildlife and geological sites as this is addressed by Policy GM-G 9.

No amendments to reference locating new employment premise close to existing transport infrastructure, especially linking to sustainable modes of transport or to specifically reference public transport, active travel or travel plans. GMCA note that this is addressed GM-N 3, GM-N 5 and GM-Strat 14 which cover public transport, active travel and transport network (Objective 9 and 10).

No amendments have been made to reference urban heat island mitigation, flood risk and green infrastructure or water management

(Objective 13 and 14). GMCA note this is addressed by Policy GM-Strat 13 and GM-S 5.

No changes have been made to specifically reference sustainable design, low carbon, renewable energy and greenhouse gas emissions. However, these matters are addressed in Policy GM-S 1 and GM-S 2 (Objective 15).

Whilst the policy has not been amended to link design quality to landscape quality, this is addressed by Policy GM-E 1 (Objective 16).

No amendments have been made to reference prioritising brownfield land, protecting best and most versatile agricultural land and reusing buildings/brownfield land over Green Belt sites as GMCA note this is addressed by Policy GM-S 1 and GM-G 9 (Objective 17).

It is considered that whilst Policy GM-E 1 references social inclusivity, Policy GM-P 2 or Policy GM-E 1 could be more explicit in terms of tackling inequality. The Policy could also be more explicit in terms of accessible standards, enabling access for all. This is because it was felt that accessibility is currently a weaker subject within the GMSF when the plan is read as a whole and the plan could be made stronger with these additional references.

9.3 GM-P 3 (formerly ECON 3) – Office Development

Synergies with the IA framework

The policy is focused on the provision of office space in Greater Manchester which will increase and expand the employment offer. The key locations outlined (City Centre, The Quays, Manchester Airport Enterprise Zone and town centres) should ensure that office space is located near to housing. Equally, these locations are considered to be the most likely areas that are well connected and well served by infrastructure due to their location and the existing provisions that are located within them. The policy is therefore well aligned with IA objectives 2, 3 and 9.

The policy contains no explicit mention of how development might support education and training, although it is noted that the GMSF contains policy on education, skills and knowledge (Policy GM-E 5).

2019 IA – recommended enhancement and mitigation

The policy is focused entirely on the provision of office space and as this correlates to employment, it may be desirable to link to aims associated with deprivation. The direct impacts on deprivation will be through job creation during construction and operation of sites. However, development near to deprived areas is not a guarantee that there will be a positive impact. Policy should consider how to ensure economic benefits flow into the local area as this will only be achieved by developers and the districts/GMCA working together to investigate how local businesses and

residents can apply for employment during the construction and the subsequent end use.

Equally, policy should seek to maximise education and skills potential from new development (although it is noted this may be more appropriate for the education, skills and knowledge policy). The GMSF should encourage the linking together of new development and training (e.g. requiring apprenticeships for strategic development, larger scale developments and/or those which have some public funding). Major infrastructure and employment/housing site investment should seek to up-skill the local workforce to ensure the right mix of skills is available into the future.

The policy should highlight potential for negative air quality effects from new employment land use. Similarly, there are tensions between new development and objectives to reduce carbon emissions. This could be linked to the air quality and sustainable transport objectives, by promoting walking, cycling and the use of public transport as methods to access office space.

The developments discussed have potential to affect local landscape, townscape and specific views, yet the policy makes no reference to protection of landscape, townscape or heritage assets. Linked to this, the policy should encourage opportunities for green space creation in new development, including creation of multifunctional green infrastructure. There may also be opportunity to connect to other existing or proposed green spaces to create larger areas for biodiversity, amenity and other benefits.

2020 updated position

No amendments have been made to specifically reference economic benefits, reducing deprivation and social inclusion. GMCA note this is covered by Policy GM-E 1 which addresses social inclusivity (Objective 4 and 5). Whilst education is not explicitly mentioned this is addressed by Policy GM-E 5 (Objective 8).

No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes and active travel. However, this topic is covered in corresponding thematic policy GM-N 3, GM-N 5 and GM-Strat 14 which cover public transport and active travel (Objective 9 and 10).

No additions have been made with regard to appraising wildlife, ecological and geological sites as this is addressed by Policy GM-G 2, GM-G 9 and GM-Strat 13 (Objective 11).

It is considered that whilst Policy GM-E 1 references social inclusivity, Policy GM-P 2 or Policy GM-E 1 could be more explicit in terms of tackling inequality. The Policy could also be more explicit in terms of accessible standards, enabling access for all. This is because it was felt that accessibility is currently a weaker subject within the GMSF when the plan is read as a whole and the plan could be made stronger with these

additional references. No amendments have been made to the policy wording to reference opportunities for new and existing green space, blue networks or ecological networks. GMCA note this is addressed in Policy GM-G 2, GM-Strat 13 and GM-G 6 (Objective 6 and 11). No additions have been made with regard to appraising wildlife and geological sites as this is addressed by Policy GM-G 9.

Whilst the policy has not been amended to link design quality to landscape quality, GMCA explain this is addressed by Policy GM-E 1 (Objective 16).

No amendments have been made to the policy text to address mitigation comments in relation to prioritising different types of land for development or protecting best and most versatile agricultural land (Objective 17). However, GMCA note this topic is covered in corresponding thematic policy GM-S 1 and GM-G 9 which covers sustainable development.

Whilst Policy GM-E 1 does reference social inclusivity, it is considered that Policy GM-P 3 or Policy GM-E 1 could be strengthened further by explicitly referencing accessibility standards within employment spaces.

9.4 GM-P 4 (formerly ECON 4) – Industrial and Warehousing Development

Synergies with the IA framework

Links between this policy and housing predominantly relate to connectivity between housing and employment. This policy states that there will be at least 4,000,000m² of new industrial and warehousing floorspace provided in Greater Manchester between 2017 and 2037.

This policy performs well against the IA employment assessment criteria as it contributes to employment land across Greater Manchester. The policy states it “a high level of choice and flexibility will be provided in the supply of sites” and highlights that there will be a focus on offering a range of opportunities, making the most of the key locations and increasing the supply of high quality sites across the northern areas.

For larger sites that are over 100,000m², the policy states that were appropriate they should include opportunities for manufacturing businesses, units capable of accommodating small and medium sized enterprises and overnight parking for heavy goods vehicles.

2019 IA – recommended enhancement and mitigation

There is no explicit mention of how development might support education and training or deprivation. However, development represents a large-scale programme across a series of large strategic sites which have the potential to increase employment and affect deprivation levels in some areas. There is also no reference to transport and transport infrastructure that may be needed. The policy should stress importance of new public

transport, active transport connection and travel plans for new strategic locations.

The policy should seek mitigation for negative air quality effects from new industrial and warehousing land use, including freight and other associated trips from staff and commercial trips that may have health implications. Similarly, there are tensions between new development and objectives to reduce carbon emissions. Reference should be included to public transport and encouraging the use of active modes of transport for access to these sites, however there is potential for this to be covered in alternative policies. Accessibility should also be considered, e.g., for disabled people in design.

New development may affect existing (formal or informal) green space (and/or multifunctional green infrastructure) and other important areas valued by local communities. The policy makes no reference to protection of landscape, townscape or heritage assets. The areas discussed in the policy have potential to affect local landscape, townscape and specific views. The policy should also encourage opportunities for habitat enhancement and connectivity relating to existing and proposed green spaces. This will have a range of benefits including biodiversity, amenity and health.

Particularly on the larger sites, there is potential for improvements to the utilities and digital network, which should in turn contribute to the success of the sites.

2020 updated position

The policy has been strengthened to reference promotion and support of sustainable travel modes (Objective 2, 3, 6 and 9).

No amendments have been made to the policy text to address mitigation comments in relation to referencing education facilities and links to enhancing skill levels. However, this topic is covered in corresponding thematic policy GM-E 5 which covers skills, education and knowledge (Objective 2 and 8).

No amendments have been made to the policy wording to reference digital connectivity and utilities infrastructure. However, GMCA note this topic is addressed by Policy GM-N 2 and GM-N 4 which cover digital connectivity and utility provision (Objective 3).

No amendments have been made to the policy wording to reference linkages between employment land and existing communities. However, GMCA note this is addressed by Policy GM-E 1 ensuring development is connected across GM and beyond by transport and digital infrastructure (Objective 5).

No amendments have been included to reference accessible design standards within employment spaces. Whilst there is some reference to this specific objective in thematic policies and / or supporting text, it is

considered that the policy could be further strengthened through specific reference to accessible design standards within this Policy or an appropriate thematic policy (Objective 5). This is because it was felt that accessibility is currently a weaker subject within the GMSF when the plan is read as a whole and the plan could be made stronger with these additional references.

No amendments have been made to the policy wording to reference opportunities for new and existing green spaces. GMCA note that this is addressed in the Greener Chapter (Policy GM-G 6 and GM-G 8).

As a result of amendments to the policy, a small number of the scores against the Objectives above have been improved.

10 Homes for Greater Manchester

10.1 GM-H 1 (formerly SOC 2) – Scale, distribution and phasing of new housing development

Synergies with the IA framework

This policy has strong synergies with IA objective 1. The policy sets out a specific housing target based on the calculation of housing needed which also takes into account existing levels of affordability. The policy mentions how new housing will be focused in areas with central locations and good connections to main concentrations of employment, therefore supporting the sustainability aims for IA objective 1.

The policy also performs well against IA objective 9 which seeks to promote sustainable modes of transport, and this has been strengthened further.

IA objective 11 is also supported by the policy as green infrastructure will be provided through the suitable design of housing sites. This will benefit the local community short term, providing a place for recreation and tranquillity where communities can socialise. Long-term, the provision of green spaces will improve the health of residents by providing places for outdoor activity.

2019 IA – recommended enhancement and mitigation

Several enhancements can be made to the policy. The policy should mention the physical and social infrastructure that should be provided to support the residents of the additional dwellings. Sustainable transport should be provided that connects housing to existing and proposed employment, green spaces and social infrastructure. Making walking a feasible option for short trip should be encouraged through co-location.

The policy should include detail on the green spaces which will be factored into masterplans and housing sites. Focus should be given to providing attractive green spaces in deprived areas, to enhance the local area and encourage healthy activities. The policy should link to other agendas, such as flood risk reduction and should therefore consider multifunctional "green space" and ecosystem services, ecology, recreation and health.

The policy should reinforce existing guidance and best practice in new development, and also seek to bring about improvements in the conurbations surface water network, linking to other agendas (e.g. those set out against objective 13). The policy should also highlight the importance of design in new developments which promotes sustainable water use and encourages sustainable energy use. This should include housing and employment. This should be included in design guide recommendation.

The policy should encourage the development of low carbon facilities to decouple economic activity with carbon emissions. This should focus on aspects such as energy generation, transport and buildings. Policy should also ensure integration of low carbon/renewable technology in conventional developments. These should be included in the design guide recommendation.

In enacting H1 through policy, key landscape/townscape/heritage assets should be listed for protection. This may include some views to/from key assets. The policy should seek to improve areas where public realm etc. requires improvement, recognising the multiple benefits associated with such improvements (recreation/health, social interaction, crime reduction, ecology, heritage etc.). The policy should also recognise the importance of "networks" as well as individual sites/spaces, linking blue/green corridors to maximise various benefits including ecology benefits, recreation, sustainable transport potential and social cohesion. These should be included in the design guide recommendation.

Opportunities should be explored for how development of new greenfield sites could contribute to and enable the development of derelict land elsewhere in the conurbation (e.g. through contributions / hypothecated tax regime etc.). Furthermore, the policy should ensure that development of BAMV agricultural land is not promoted.

To note, the enhancement and mitigation relates to both the scale and distribution of new development as there is no policy which relates to distribution.

2020 updated position

No amendments have been made to the policy wording to link housing development to provision of employment. However, GMCA note that it is addressed in Policy GM-P 1 which covers GM's economic growth.

The policy has been strengthened to reference that the necessary infrastructure and amenities will be provided to support the new homes being built (Objective 3).

No amendments have been made to the policy wording to in relation to utilising employment land for residential development. However, this topic is addressed in Policy GM-G 1 (Objective 5).

No amendments have been made to the policy wording to reference sustainable travel modes. However, this topic is addressed in Policy GM-N 3 and GM-N 5 which cover public transport and active travel (Objective 9). No changes have been made relating to green infrastructure. However, this topic is addressed in Policy GM-G 2 and GM-Strat 13 which covers green infrastructure networks (Objective 11).

No amendments have been made to the policy wording to reference flood risk impacts or water resource management at the design stage of development. However, GMCA note that this is addressed in Policy GM-S 5 (Objective 13).

No amendments have been made to the policy wording to reference energy efficiency, low carbon and renewable energy or greenhouse gas emissions. GMCA note that these topics are covered by Policy GM-S 1 and GM-S 2 which cover sustainable development and carbon and energy (Objective 15).

No additions have been made to specifically reference brownfield land or best agricultural land as this is addressed by Policy GM-S 1 and GM-G 9 (Objective 17).

No amendments have been made to the policy wording in relation to key landscape, townscape and heritage assessments, improving public realm and recognising networks. However, these topics are covered in corresponding thematic policies GM-Strat 13 and GM-G 2 cover green infrastructure, GM-E 2 cover heritage matters and GM-E 1 covers creating sustainable places (Objective 16).

With the greater emphasis on climate change, it is considered that the policy could be further strengthened by explicitly referencing climate change.

10.2 GM-H 2 (formerly SOC 4) – Affordability of new housing

Synergies with the IA framework

The policy is focused on the affordability of new housing. The policy states that an improvement will be sought to improve the ability of people to access new housing at prices which they can afford.

The policy has synergies with objective 1 as it seeks to increase the supply of affordable housing, and there are also synergies with objectives

4 and 5 which are aiming to reduce levels of deprivation and eliminate discrimination.

2019 IA – recommended enhancement and mitigation

Further enhancements could be made to the policy by stating in policy specifically about the location of affordable housing. The location of affordable housing is important to ensure it is accessible to employment, retail, leisure and community facilities. On larger sites, it is important that the affordable housing is provided across the site to prevent clustering.

In relation to objective 3, it should be noted that additional transport infrastructure will be provided in areas where additional housing it located.

There should be provision of community facilities, education and training services in order to reduce deprivation in the longer term. High quality green and open spaces should be provided and active travel in deprived areas should be encouraged.

2020 updated position

The policy wording has been strengthened to reference that affordable housing will be delivered to avoid clusters of tenure (Objective 1).

No amendments have been made to the policy wording to reference affordable housing and its location to employment, retail, leisure and community facilities. However, GMCA note that this is addressed by Policy GM-E 1 covering sustainable places and the need for developments to be well connected to services and facilities (Objective 2, 4 and 6). No amendment has been added regarding sufficient provision of green spaces. Again, GMCA note this is covered by Policy GM-E 1 (Objective 6).

No amendments have been made to the policy wording to reference education facilities and links to enhancing skill levels. However, this topic is covered in Policy GM-E 5 which covers skills, education and knowledge (Objective 8). No amendments have been made to the policy wording to reference sustainable travel modes. However, this topic is addressed by Policy GM-N 3 and GM-N 5 which cover public transport and active travel (Objective 9 and 10).

No amendments have been made to the policy wording to reference opportunities for new and existing green spaces, ecological networks, appraisal of wildlife and geological site or blue infrastructure. However, this topic is addressed by Policy GM-G 2 and GM-Strat 13 which covers green infrastructure networks, GM-G 10 which covers biodiversity and geodiversity (Objective 11).

10.3 GM-H 3 (formerly SOC 5) – Type, Size and Design of New Housing

Please note that former Policy SOC 5 and 6 have been merged into GM-H 3. As they were assessed separately previously, we have assessed the new policy against the previous recommendations accordingly.

Synergies with the IA framework

The policy is focused on ensuring that developments support the delivery of a wide range of housing values and tenures, which reflect the needs within the local area. This would include supporting build to rent schemes where they are consistent with these principles.

The policy has synergies with IA objective 1 as it seeks to deliver a mix of housing values and tenures. As it aims to deliver a range of housing tenures, the policy scores positively against objective 4, reduce levels of deprivation and disparity, and objective 5, promote equality of opportunity and the elimination of discrimination. The policy would address poor quality housing and ensure affordable and fair rents and also will encourage mixed and inclusive communities.

2019 IA – recommended enhancement and mitigation

Although there are a number of synergies with the IA framework, a number of enhancements have been suggested. The first relates to objective 1, for a specific mention to be made about ensuring housing land is well-connected with employment land, centres and green spaces. Objective 4 is focused on reducing deprivation and disparity, and specific mention could be made to the provision of community facilities, and education and training facilities to help reduce deprivation in the long term. This objective would also be better addressed if there was a mention of providing more green spaces and access to low cost and active transport.

2020 updated position

No amendments have been made to the policy wording to reference community services, green spaces and education facilities being provided. However, GMCA note that this is addressed by Policy GM-E 1 covering sustainable places and the need for developments to be well connected to services and facilities and GM-E 5 covering skills, education and knowledge (Objective 1 and 6).

No amendments have been made to the policy wording to reference to reference sustainable travel modes and transport infrastructure. However, this is addressed by Policy GM-N 1, GM-N 3 and GM-N 5 which cover GM's integrated network, public transport and active travel (Objective 9).

No amendments have been made to the policy wording to reference opportunities for new and existing green spaces, ecological and geological

networks. However, this topic is addressed by Policy GM-G 2 and GM-Strat 13 which covers green infrastructure networks and GM-G 10 which covers biodiversity and geodiversity.

10.4 GM-H 3 (formerly SOC 6) – Type, Size and Design of New Housing

As explained above, former Policy SOC 5 and 6 have been merged into GM-H 3. As they were assessed separately previously, we have assessed the new policy against the previous recommendations accordingly.

Synergies with the IA framework

The policy has synergies with IA objective 1, specifically the assessment criteria focused on ensuring a mix of types, tenures and sizes of properties based on respective demand.

The policy also has synergies with IA objective 4, as providing a range of housing will reduce the 'barriers to housing' decile included in the IMD. There are synergies with objective 5, eliminating discrimination as the policy seeks to deliver a range of housing that will meet the needs of all within the community. Objective 6 is focused on improving health and well-being and has positive effects against this objective as there will be provision of green spaces throughout the developments of new housing.

2019 IA – recommended enhancement and mitigation

Although there are a number of synergies with the IA framework, a number of enhancements have been suggested. The first relates to objective 1, for a specific mention to be made about ensuring housing land is well-connected with employment land, centres and green spaces. The enhancements for objective 2 relate to ensuring the policy is clear on integrating employment land and education into new housing developments to accommodate for the changing demographic of areas.

For objective 3 which is focused on transport, it could be referenced in policy that transport networks will need to be extended to new housing areas to ensure supply for the increasing population. However, this will also be covered through the Connected GM chapter.

Objective 4, reducing deprivation and objective 6, improving health and well-being, have mitigation relating to specifying the provision of green spaces and the associated benefits within the policy.

In relation to objective 17 which is focused on resources, the supporting text to the policy states that a key part of the strategy is to maximise the amount of development on previously developed land and minimise the amount of development on greenfield and Green Belt land. This point could be referenced within the policy itself to ensure this is covered.

2020 updated position

No amendments have been made to the policy wording to reference sufficient private / communal outdoor space. GMCA note this topic is addressed by Policy GM-E 1 covering sustainable places and the need for developments to be well connected to services and facilities (Objective 1). However, the policy does not make reference to private / communal outdoor space. It is considered that the policy could be strengthened by referencing private spaces.

No amendments have been made to the policy wording to reference integrating residential development with employment and education services and delivering key services and facilities. However, this topic is addressed by Policy GM-E 1 covering sustainable places and the need for developments to be well connected to services and facilities (Objective 2).

No amendments have been made to the policy wording to reference to reference sustainable travel modes and transport infrastructure. However, this is addressed by Policy GM-N 1, GM-N 3 and GM-N 5 which cover GM's integrated network, public transport and active travel (Objective 9).

No amendments have been made to the policy wording to reference green spaces benefits. However, this topic is covered by Policy GM-G 2, GM-G 6 and GM-Strat 13 which covers green infrastructure and urban green space provision.

No amendments have been made to the policy wording to reference community services and education facilities being provided. However, this topic is addressed by Policy GM-E 1 covering sustainable places and the need for developments to be well connected to services and facilities and GM-E 5 covering skills, education and knowledge (Objective 4).

No amendments have been made to the policy wording in relation to contribution to or enable brownfield land development and minimise the loss of greenfield sites. GMCA note this is addressed by Policy GM-S 1 which covers sustainable development (Objective 17).

10.5 GM-H 4 (formerly SOC 7) – Density of new housing

Synergies with the IA framework

The policy has synergies with IA objective 1, as it seeks to deliver housing that is in accessible areas to encourage walking, cycling and public transport use. As a result of the accessibility point, the policy is also expected to have positive effects for objective 3 which is focused on transport. As housing will be delivered in accessible locations, encouraging active travel, the policy has positive effects against objective 6, 7, 8 and 9. Promoting active travel, will reduce car dependency and will therefore help to reduce emissions and prevent further deterioration of air

quality, and therefore the policy is anticipated to have positive effects against objectives 10 and 15.

The policy has positive effects against objective 4, reducing deprivation, as it seeks to deliver a mix of housing across a range of locations. Objective 5, reducing levels of deprivation also has positive effects as the policy considers different locations across Greater Manchester and will deliver a mix of house types.

The policy is considered to have positive effects against objective 11 as the policy states that lower density housing will be in areas where there are site specific issues which could impact the wider landscape/townscape including heritage assets and green infrastructure.

The policy has positive effects against objective 17, as focusing higher density development in areas near to public transport and town centres will reduce the amount of greenfield / Green Belt land needed.

2019 IA – recommended enhancement and mitigation

The policy makes reference to the accessibility of new housing, but it could also reference the potential need to improve transport networks and infrastructure to accommodate the additional population.

2020 updated position

No amendments have been made to the policy wording to reference improving infrastructure networks. However, GMCA note this is addressed by Policy GM-N 1 and GM-N 3 which covers GM's integrated network and public transport (Objective 3).

No amendments have been made to the policy wording in relation to protecting and providing green spaces. However, this is addressed by Policy GM-E 1 covering sustainable places and the need for developments to be provided with critical infrastructure such as green spaces (Objective 6).

No amendments have been made to the policy wording in relation to landscape, townscape and heritage including local character. However, this topic is addressed by Policy GM-E 2 which covers heritage matters (Objective 16).

11 A Greater Manchester for Everyone

11.1 GM-E 1 (formerly SOC 1) – Sustainable Places

Synergies with the IA framework

This policy performs very well against IA objectives 2, 3, 5, 6 and 10. IA objective 2 relates to the sustainable supply of employment land and states that areas will be well-serviced by local shops, services and amenities, including education and health facilities. IA objective 3 links well to the policy as it concerns the sustainable supply of employment land to ensure sustainable economic growth and job creation. The policy states that areas will be well-serviced by local shops, services and amenities, including education and health facilities. It will also aim to connect areas through transport and digitally enabling everyone to take advantage of employment, cultural and leisure opportunities across GM.

The policy aims to incorporate opportunities for recreation and outdoor play for children and interaction between generations, which will foster good relations between people. Promoting a sense of community and providing opportunities for social contact and support will also help to foster good relationships between people. It therefore has strong links with IA objective 5 which seeks to promote equality of opportunity and the elimination of discrimination.

IA objective 6, focuses on supporting improved health and wellbeing of the population and reducing health inequalities it therefore strongly links with the policy. The policy mentions ensuring places are easy to navigate and accessible for all and mobility level with walking and cycling are a main focus and routes free from obstacles and disorienting stimuli, and places to rest. Access to green spaces is covered in this policy through the provision of outdoor spaces for children to play. This will directly benefit promoting healthier lifestyles. Providing opportunities for social contact and support will also indirectly benefit health. The policy states that areas will be well-served by local services and amenities including health facilities, which will directly improve the health of local populations.

The policy has a strong correlation with IA objective 10 as air quality will be indirectly improved by this policy through the promotion of cycling, walking and public transport and the provision of additional green space within well-connected developments.

The policy also performs well against IA objective 1 and 7, which covers the provision of a sustainable supply of housing land and the provision of appropriate social infrastructure, as part of this policy specifically states that places will be well-connected, by public transport and digitally which will enable everyone to take advantage of employment opportunities across Greater Manchester. The policy covers incorporating green infrastructure in the form of outdoor spaces and therefore meets many of

the policies ambitions including creating sustainable places that are distinct, visually stimulating, socially inclusive and well connected. Through the provision of green infrastructure, the policy also performs well against IA 11, which seeks to conserve and enhance biodiversity, green infrastructure and geodiversity assets.

2019 IA – recommended enhancement and mitigation

The policy should highlight the importance of connecting specific deprived areas in GM and ensure they are connected to employment land and transport networks. The policy could reduce health deprivation through the provision of green infrastructure, open spaces and increased mobility with emphasis on walking and cycling routes however the policy could also highlight the potential for access to free or low cost green transport (bike scheme) in deprived areas. The policy should include greater detail on how the needs of different areas will be met, recognising the disparity of provision across areas.

The short-term rise in pollution is inevitable during construction of new public transport, however this is deemed necessary if the region is to benefit long term from improved air quality.

2020 updated position

No amendments have been made to the policy wording to in relation to providing connectivity in deprived areas. However, GMCA note this topic is addressed in Policy GM-N 1, GM-N 2, GM-N 3 and GM-N 5 which cover GM's integrated network, digital connectivity, public transport and active travel (Objective 4).

No amendments have been made to the policy wording to address mitigation comments in relation to referencing how different communities' needs are met. Whilst there is some reference to this specific objective in thematic policies and / or supporting text, it is not considered that the recommendation has been sufficiently addressed. The policy could be further strengthened to include reference to accessibility design standards within all spaces along with support for tackling inequality and poverty to form part of creating sustainable places. It could also be made more explicit in terms of inclusive growth and making jobs available to existing local communities or to those suffering from deprivation.

This would further support recommendations picked up in relation to other thematic and allocation policies, and Policy GM-E 1 is relied upon for its role in promoting inclusivity. It was considered that accessibility and tackling inequality could be better included in the GMSF when the plan is read as a whole and the plan could be made stronger with these additional references.

11.2 GM-E 2 (formerly SOC 11) Heritage

Synergies with the IA framework

The policy is focused on the protection and enhancement of heritage assets. The policy has synergies with objective 6 supporting improved health and wellbeing through protecting and enhancing heritage assets which the policy states can improve social wellbeing.

The policy also has potential impact on objective 15 to increase energy efficiency as there can be tensions between restoration and use of heritage assets and creating low carbon developments.

The policy has strong positive links to objective 16 which seeks to protect and enhance heritage assets, which is innate in the proposed policy.

In addition, the policy has links with objective 16 which seeks to ensure that land uses are used in a sustainable manner, as the protection and enhancement of heritage assets encourages the reuse of existing buildings.

Finally, in relation to objective 18 which seeks to promote sustainable resources consumption and reduce of waste, the policy supports the restoration and re use of heritage assets which would have beneficial impacts against creation of construction waste.

2019 IA – recommended enhancement and mitigation

In relation to objective 5, the policy could make more of an explicit reference to interactions between different groups being facilitated.

To support improved health and wellbeing, the policy could identify the potential benefits to physical and mental health.

In relation to potential negative impacts on energy efficiency of the housing stock, the policy could be strengthened by considering how to ensure building restoration to modern standards can be made viable through a strategic approach to development.

Finally, the policy could make reference to local character and distinctiveness being maintained as an important part of protecting heritage assets.

2020 updated position

The policy has been strengthened to reference the impact heritage can have on social wellbeing (Objective 6).

No amendments have been made to the policy wording to reference facilitating interactions between different groups. However, GMCA note this is addressed by Policy GM-E 1 which covers social inclusivity (Objective 3).

The policy has also been amended to reference local character and maintaining a place's distinctiveness to protect heritage assets (Objective 16).

No amendments have been made to the policy wording to reference referencing building restoration and modern standards of energy efficiency / greenhouse gas emissions. However, this topic is covered in Policy GM-S 1, GM-S 2 and GM-E 1 which cover sustainable development, carbon and energy and requirements for creating sustainable places (Objective 15). As Policy GM-S 1 and GM-S 2 do not reference building restoration or historic buildings, it is considered that Policy GM-E 2 or Policies within the Sustainable and Resilient Chapter could be more explicit.

As a result of amendments to the policy, a small number of the scores against the Objectives above have been improved.

11.3 GM-E 3 (New Policy in 2020) – Cultural Facilities

Synergies with the IA framework

The policy has synergies with the IA Objective 1 and 17 as the policy acknowledges the links between culture and local regeneration and town centre renewal and promoting reuse of buildings.

The policy also performs well against Objective 2 and 3 with links to job opportunities and focus on locations with good public transport connectivity.

There are synergies with Objective 6 and 7 insofar as positive benefits cultural facilities can make to mental health and social infrastructure.

2020 Enhancement and mitigation

The policy could be enhanced through more specific reference to the following:

- How economic benefits flow into deprived areas
- Active travel options
- Opportunities for greenspace enhancement
- Climate change and carbon emission mitigation

11.4 GM-E 4 (formerly SOC 8) – New retail and leisure uses in town centres

Synergies with the IA framework

The policy has synergies with IA objective 5 as the policy references that varied and high-quality retail and leisure facilities contribute to creating inclusive places.

The policy also performs well with IA objective 9 as the policy advocates central locations for its retail and leisure uses which are also likely to be the locations of the most sustainable transport options.

There are synergies with IA objective 16 which seeks to conserve and/or enhance the landscape, townscape, heritage assets and their setting and the character of GM. As the policy refers to maintaining the vitality and viability of the centres listed in GM the policy performs well here.

2019 IA – recommended enhancement and mitigation

The policy should make explicit reference to linking growth of retail and leisure with utilising sustainable modes of transport. Opportunities for green space creation should be explored in new development, as should opportunities for linking existing spaces and ecological networks.

Further enhancements could be made through referencing how larger sites should contribute to creation of new multifunctional green infrastructure within the sites themselves, but also attempt to connect to existing sites through green and blue corridors. New sites should be accessible to existing communities as well as proposed future residents.

2020 updated position

No amendments have been made to the policy wording to reference using and improving infrastructure networks. GMCA note that this is addressed by Policy GM-N 1, GM-N 3 and GM-N 5 which covers GM's integrated network, public transport and active travel (Objective 3).

No amendments have been made to the policy wording to reference economic benefits being brought into the local area and reducing deprivation and facilitating interaction between different groups. GMCA note this is addressed by Policy GM-E 1 which covers being socially inclusive (Objective 4 and 5).

No amendments have been made to the policy wording to reference sustainable travel modes. However, this topic is addressed by Policy GM-N 3 and GM-N 5 which cover public transport and active travel (Objective 9).

No amendments have been made to the policy wording to reference opportunities for new and existing green spaces and ecological networks,

appraising wildlife and geological sites / habitats and blue infrastructure. However, this topic is covered in corresponding thematic policy GM-G 2 and Strat-13 which covers green infrastructure networks and Policy GM-G 10 which covers biodiversity and geodiversity (Objective 11).

Given the greater emphasis on climate change and the role town centres can play, the policy could be strengthened further with reference to this (Objective 12).

11.5 GM-E 5 (formerly SOC 9) – Education, skills and knowledge

Synergies with the IA framework

Policy E5 seeks to enhance education, skills and knowledge throughout GM by delivering new facilities, ensuring the availability of school places meets the growth in housing and supporting the growth of the university sectors.

The policy therefore has strong synergies with IA objective 8, which seeks to improve educational attainment and skill levels for all.

The policy also performs well against IA objective 2, which looks to provide a sustainable supply of employment land, as the policy makes reference to ensuring new and improved facilities for all ages from early years to adult training.

IA objectives 4 and 5, which concern reducing levels of deprivation and disparity and promoting equality of opportunity link well with the policy, as the policy makes a direct link between education and social inclusion, ensuring it is necessary for everyone can contribute to and benefit from economic growth by having the necessary skills. The policy also references the growth in knowledge being fundamental to personal freedom and social inclusion, promoting opportunities for everyone to contribute to and benefit from this. However, the policy does not make specific reference to discrimination.

The policy also performs well against IA objective 7 as the policy refers to the provision of educational facilities in the appropriate locations.

2019 IA – recommended enhancement and mitigation

Reference should be made to the importance of new education and training facilities benefiting existing communities in addition to new people moving into the area. Where new education provisions are built, accessibility should be a key consideration (e.g. for disabled people).

The policy should be clearer when refencing educational attainment of children, that this relates to all children regardless of their social background.

The policy could be enhanced through referencing that sustainable modes of transport should be prioritised in the first instance.

2020 updated position

The policy has been strengthened in relation to reference education and training facilities to benefit both existing and new communities (Objective 5 and 8).

No amendments have been made to the policy wording to specifically reference the link between education and deprivation. However, GMCA note this is addressed in Policy GM-E 1 which covers social inclusivity (Objective 4). However, given the important role education and training has in tackling deprivation, it is considered that explicit reference to this would strengthen the policy further.

No amendments have been made to the policy wording to reference accessibility standards in education spaces. Whilst there is some reference to this specific objective in thematic policies and / or supporting text, it is considered that explicit reference to accessibility standards would strengthen the policy further (Objective 5). This is because it was felt that accessibility is currently a weaker subject within the GMSF when the plan is read as a whole and the plan could be made stronger with these additional references.

No amendments have been made to the policy wording to reference sustainable travel modes. However, this is addressed by Policy GM-N 3 and GM-N 5 which cover public transport and active travel (Objective 9).

As a result of amendments to the policy, a small number of the scores against the Objectives above have been improved.

11.6 GM-E 6 (formerly SOC 9) – Health

Please note that former Policy SOC9 has been split into two policies, GM-E 5 and GM-E 6.

Synergies with the IA framework

The policy seeks to improve the health disparity between the GM population through establishing health and wellbeing requirements for new and existing health facilities. The policy therefore has strong synergies with IA objective 6 which seeks to improve health and wellbeing of the population and reduce health inequalities. The policy also supports IA objective 7, which seeks to improve access to, and provision of, appropriate social infrastructure.

The policy has synergies with IA objective 9. Through its focus on supporting health lifestyles and making physical activities easier, the policy supports an increase in the proportion of trips that are made by active travel modes.

IA objective 11 is also supported by the policy, which states that it will seek to enable people to adopt healthier lifestyles through the development of a high-quality green infrastructure network through GM, including facilitating a wide range of recreation and sporting facilities.

2019 IA – recommended enhancement and mitigation

The policy could be enhanced through considering how the indirect impact of improvements in health, and a subsequent reduction in health disparities, may aid the reduction of deprivation as people are more able to work and improve their lives.

The policy should reinforce that any new facilities should be accessible for both existing and new facilities, in order to foster community cohesion.

2020 updated position

The Policy has been strengthened to reference health facilities to benefit both existing and new communities (Objective 5).

No amendments have been made to the policy wording to specifically reference the link between education and deprivation. However, GMCA note this is addressed in Policy GM-E 1 which covers social inclusivity (Objective 4).

It is noted that the policy does not refer to addressing health inequality. It is considered that this should be amended accordingly (Objective 5) where it is recommended that health inequality should be made more explicit within this relevant thematic policy.

11.7 GM-E 7 (formerly SOC 10) – Sport and Recreation

Synergies with the IA framework

The policy has positive effects against objective 1, as the policy is focused on sport and recreation and provides suitable distances for residential developments from play areas.

There are positive effects against objective 3, transport, as the policy states that it will aim to protect and enhance the public right of way which increases the amount and quality of cycling and pedestrian walking opportunities within Greater Manchester.

Objective 6, health, has positive effects as the policy makes specific reference to the numerous health benefits that can be attained from sports and recreation facilities. There are also positive effects against objective 7, as there is a reference to the provision of recreation facilities in education settings.

The policy promotes opportunities for walking, cycling, and horse riding through protecting and providing public rights of way. This therefore results in positive effects against IA objective 9, sustainable transport, but also objective 10, air quality and objective 15 which seeks to reduce emissions.

Objective 11 has synergies with this objective as it aims to improve access and connections to the green infrastructure network in Greater Manchester. This would also benefit landscape quality, and thus has synergies with objective 16.

2019 IA – recommended enhancement and mitigation

The policy should make reference to ensuring play areas and green spaces are well connected to residential development, and also aim to improve access to recreation facilities. The facilities that are developed should also be felt by existing communities as well as those who are moving to the specific area.

2020 updated position

The policy has been strengthened to reference sport, recreation and training facilities that are accessible to communities and benefit existing and new communities (Objective 1 and 5).

No amendments have been made to the policy wording to reference the link between recreation facilities and deprivation. However, GMCA note this is addressed by Policy GM-E 1 which covers social inclusivity (Objective 4).

No amendments have been made to the policy wording in relation to referencing accessibility in sports and recreation spaces.

It is recommended that the policy should incorporate references to accessibility standards.

12 A Greener Greater Manchester

Please note that the greener policies references have changed since the 2019 IA and 2019 draft GMSF. For a full list please refer to

12.1 GM-G 1 (formerly GGM 8) – Valuing Important Landscapes

Synergies with the IA framework

The policy has synergies with objective 5, as it seeks to ensure that the needs of different areas are equally addressed through reference to landscape character and settlements.

The policy is focused on important landscapes and therefore has a lot of crossover with objective 11, although all landscapes will not link to biodiversity / green infrastructure / geodiversity. It supports the protection of these and therefore has positive effects.

The policy will have positive effects on objective 16 as the entire policy focuses on valuing important landscapes. The policy states the special qualities and sensitivities of landscape types should be recognised, and that any development proposals should have specific regard to several factors, including natural character, historic landscape character, form, density and setting of existing settlements, views, access and recreation and perceptual and experiential qualities.

2019 IA – recommended enhancement and mitigation

The policy could be enhanced by specifying how access will be achieved and which modes of transport will be encouraged for access.

Health benefits are likely to be seen from landscape improvements so reference should be made to health and well-being within the policy. Also, if community social infrastructure will be included, this should be referenced in the policy.

The importance of greenspace in mitigating air pollution should be highlighted and also in ensuring resilience to the effects of climate change and mitigating flood risk.

Although the policy is focused on valuing landscapes, there is no reference to further establishing new landscapes or green infrastructure.

2020 updated position

No amendments have been made to the policy wording to reference sustainable travel (objectives 1, 3, 9 and 11) . However, GMCA note this is addressed by policies within chapter GM-N. Additionally, no amendments were made to reference the health benefits of GI however GMCA noted

this is covered by GM-E 1 which covers creating sustainable places (objective 6).

Similarly, the policy text has not been amended to reference social infrastructure for sports and recreation which GMCA consider to be covered by GM-E 7 (objective 7). No amendments were also made regarding the impact of green space on air quality as GMCA noted this was covered in policy GM-S 6 (objective 10).

There is also no amendment to include establishing new landscapes and green infrastructure. GMCA note this was addressed by Policies GM-G 2 and GM-G 10 which cover the green infrastructure and GM Green Belt. No amendments were also made relating to the benefits of GI to improve resilience as GMCA noted this is covered in policy GM-S 4 covering resilience (objective 12).

No amendments have been made to policy wording to reference flood risk and green infrastructure. However, GMCA note this was addressed by policies GM-S 5, GM-G 2 and GM-Strat 13 which cover flood risk and the water environment and green infrastructure (objective 13). No amendments have been made for reference to utilising remediated land as it was noted by GMCA this was covered in GM-S 1 and GM-E 1 which cover sustainable development and creating sustainable places.

12.2 GM-G 2 (formerly GGM 2, GM G10 and has been merged with former GM-G 8 in this 2020 draft GMSF) – Green Infrastructure Network

Synergies with the IA framework

The policy refers to green infrastructure (GI) and protecting and enhancing the GI network that stretches throughout Greater Manchester. There are links here with many IA objectives through references within the policy to travel, recreation, improved air quality and water quality. There are therefore strong synergies with IA objectives on health and wellbeing, biodiversity and GI, flood risk, air quality and water resources

The policy makes reference to links for active travel and should improve efficient patterns of movement by encouraging active travel for short distances. As such, the policy performs well against health and sustainable travel objectives.

This policy complements objectives and GMSF policy on resilience, highlighting links to flood risk and climate change risks. Similarly, GI will complement other policies and IA objectives relating to flood risk. GI is recommended for use in cooling (although urban heat island is not referenced). This will have positive indirect effects on resilience of housing stock. Policy has many synergies with the objective on landscape through

specific mention of improvement of green spaces, local character/distinctiveness, visual interest, sense of place and setting.

2019 IA – recommended enhancement and mitigation

The policy should specify the GI requirements in new developments and allocations. This should include providing specific examples of the types of mitigation which could be used, for example, on urban cooling and flood risk reduction.

The policy should also reinforce existing guidance on flood risk, specifically mentioning avoiding, where possible, developing on areas at risk of flooding. Consideration should be given to including referencing to the Water Framework Directive as an aim. In addition, the importance of housing stock being resilient should be stressed particularly considering urban heat islands and development in greenfield areas.

Further enhancements could be made by stressing the benefits of recreation facilities and active travel for improving health and wellbeing.

2020 updated position

No amendments have been made to the policy wording to reference GI requirements or ecosystem services (objective 1) . However, GMCA note this is addressed by Policies GM-G 8 and relevant allocation policies. Additionally, no amendments were made to reference the health and resilience benefits of GI however GMCA noted this is covered by GM-N 5 and GM-S 2 which covers energy and carbon use and active travel modes (objectives 6 and 15).

Similarly, the policy text has not been amended to reference active travel (objective 9) which GMCA consider to be covered by Chapter GM-N – A Connected Greater Manchester. No amendments were made regarding the impact of green space on air quality as GMCA noted this was covered in Policy GM-S 6 (objective 10).

There is also no amendment to include the Greater Manchester Green Factor. GMCA note this was addressed by Policies GM-G 2 and GM-G 10 which cover the green infrastructure and GM Green Belt (objective 11).

No amendments have been made to policy wording to reference flood risk and green infrastructure. However, GMCA note this was addressed by policies GM-S 5, GM-G 2 and GM-Strat 13 which cover flood risk and the water environment and green infrastructure (objective 13). No amendments were also made for reference to water resource management as it was noted by GMCA this was covered in GM-S 5 which covers the water environment.

It is noted that the policy does not reference accessibility standards in outdoor spaces. Whilst there is some reference to this specific objective in thematic policies and / or supporting text, it is considered that explicit

reference to accessibility standards would strengthen the policy further (Objective 5).

12.3 GM-G 3 (formerly GGM 3) – River Valleys and Waterways

Synergies with the IA framework

The policy focuses on the protection and improvement of river valleys and canals as central components of the Greater Manchester landscape and GI network, ensuring that rivers and canals make a major contribution to local identity, quality of life and the natural environment.

The policy strongly aligns with IA objective 6, as it supports public enjoyment of river valleys and canals as well as active travel routes for both walking and cycling. This focus encourages physical activity along watercourses; benefits will depend upon public uptake

The policy has synergies with IA objective 3 as it supports increased use of canals and watercourses for active travel and transport and freight movement to alleviate demands on highway network and aims to ensure that any development relates positively to rivers and canals.

The policy also has strong synergies with IA objective 11, 12 and 13 through its protection and enhancement of river valleys and canals and its aim to reduce flood risk and return rivers to a more natural state, which innately supports resilience efforts and climate change mitigation.

There are further synergies with IA objective 15 as the policy encourages utilisation of canals and rivers for renewable energy, in addition to using canal network for transport/freight movement.

The policy also aligns with IA objective 16, which seeks to conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM as the policy supports retaining open character of the river valleys.

2019 IA – recommended enhancement and mitigation

Greater emphasis could be placed on increasing access and connectivity in areas which have historically been deprived and isolated.

With regards to transport and active travel, enhancement could be made through references to health and wellbeing benefits when discussing active travel and public enjoyment. Clarity should be made over whether all transport modes supported by the policy have an aim of supporting sustainability.

Reference should be made to the air quality benefits of habitat protection and the policy should specifically specify its support of climate change mitigation, particularly in relation to flood risk alleviation. Regarding flood

risk, references should be made to restricting development in sensitive flood zones or catchment areas, and the Water Framework Directive should be referenced as a strategic aim.

When discussing water quality, reference should also be made to the water consumption guidance as a method for improving the availability of water resources.

2020 updated position

The policy has been strengthened to reference opportunities for active travel with health and wellbeing benefits (Objective 6).

No amendments have been made to the policy wording to reference increased accessibility and connectivity in historically deprived and isolated areas (objective 4) . However, GMCA note this is addressed by Policies GM-E 1. Additionally, no amendments were made to reference sustainable transport modes however GMCA noted this is covered by GM Policy Chapter GM-N (A Connected Greater Manchester) which covers sustainable transport across GM (objective 9).

No amendments have been made regarding the impact of green space on air quality as GMCA noted this was covered in policy GM-S 6 (objective 10).

No amendments have been made to policy wording to reference flood risk, water management and climate change mitigation. However, GMCA note this was addressed by policies GM-S 1 and GM-S 4 which cover sustainable development and resilience (objectives 12, 13 and 14).

There is also no amendment to reference sustainable travel. GMCA note this is addressed by Policy GM-N 1 which covers the GM integrated network (objective 15).

12.4 GM-G 4 (formerly GGM 4) – Lowland Wetlands and Mosslands

Synergies with the IA framework

The policy aims to safeguard and enhance the distinctive flat, open landscape and network of habitats of the lowland wetlands and mosslands with significant emphasis on reconnecting local communities to the natural and historic environments.

Increased community accessibility and recreation opportunities also means the policy presents opportunities for health and living environment improvements, supporting IA objectives 4 and 6. The policy supports these objectives as it's likely to affect local levels of deprivation and have a positive effect on health and wellbeing. Similarly, the creation of recreation opportunities also means the provision of recreation facilities will be encouraged, linking to IA objective 7.

The policy also aligns with objective 10 as it supports the maintenance and enhancement of semi-natural habitats which include wetlands and mosslands and will therefore improve air quality for surrounding areas.

There are also significant linkages between the policy and biodiversity related assessment criteria covered under IA objective 11. The policy covers biodiversity in wetland areas with specific mention of habitats such as field ponds and hedgerows as well as improving the movement of such wildlife. Similarly, restoration and enhancement of the natural environment in the policy also supports objectives 12 and 13 which covers climate resilience. For example, the policy links to flood risk as it aims to manage land to ensure that its hydrology is not adversely affected and that the water table is restored. Likewise, the policy is also associated with objective 14 as it aims to improve water quality and availability in wetlands and mosslands. Furthermore, in relation to climate resilience, enhancing areas of semi-natural habitats is likely to have a positive carbon sequestration effect which supports objective 15.

The policy also contains significant crossover with IA objective 16 as it seeks to conserve and enhance the natural landscape, historical assets and character of Greater Manchester and does this by safeguarding the cultural identity of the area.

Finally, the policy supports objective 17 in ensuring land resources are used in an efficient and sustainable manner by restoring and enhancing key features and sites and removing derelict structures of no historic value.

2019 IA – recommended enhancement and mitigation

The policy could further elaborate on the types of recreational opportunities created when implemented.

The policy could also mention specific air quality benefits of the wetlands and mosslands in consideration of their proximity to urban areas.

In relation to climate resilience, the policy could specify that development should be strategically located, for example, avoiding building upon flood plains or other areas which could cause potentially adverse environmental effects. It could also mention the Water Framework Directive as another strategic aim. Additionally, the policy could refer to future proofing developments so that they accommodate future climate effects.

The policy could also be further improved by providing more detail on ways it will ensure land resources are used in an efficient and sustainable manner, for example, through the remediation of land when protecting semi-natural habitats.

2020 updated position

No amendments have been made to the policy wording to reference recreation opportunities (objective 7) . However, GMCA note this is

addressed by Policy GM-E 7. Additionally, no amendments were made to reference sustainable transport modes however GMCA noted this is covered by GM Policy Chapter GM-N which covers sustainable transport across GM (objective 9).

No amendments have been made regarding the impact of mosslands on urban areas as GMCA noted this was covered in Policy GM-S 6 (objective 10).

No amendments have been made to policy wording to reference flood risk, water management and climate change mitigation. However, GMCA note this is addressed by Policies GM-S 1, GM-S 4 and GM-S 5 which cover sustainable development, resilience and flood risk and the water environment (objectives 12, 13 and 14).

There is also no amendment to reference previously developed land and the protection of semi-natural habitats to regard to land remediation. GMCA note this was addressed by Policies GM-S 1 and GM-G 9 which cover sustainable development and biodiversity and geodiversity (objectives 17 and 18).

12.5 GM-G 5 (formerly GGM 6) – Uplands

Synergies with the IA framework

There are synergies with IA objective 10 as improving the uplands will indirectly benefit air quality across Greater Manchester.

The policy also has synergies with IA objective 11 which focuses on conserving and enhancing biodiversity, green infrastructure and geodiversity assets as the policy aims to conserve and enhance the distinctive upland landscape.

The protection and enhancement of the uplands as set out in this policy will have a positive albeit indirect effect on the resilience of development; in addition to the preservation of this greenspace, development itself will also need to be made resilient to climate change which results in synergies with objective 12.

There are synergies with objective 13 (flood risk) and 14 (water resources) as the policy references increase the role of the uplands in flood risk management and the role of the area for water storage and water quality improvements.

There are also strong synergies with IA objective 16, which seeks to conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM.

2019 IA – recommended enhancement and mitigation

The policy could be enhanced for IA objective 6 as the policy does not mention promoting access to these areas and the benefits, they can bring for health. The policy should refer to providing access to green spaces for both physical and mental health and link to the potential recreation functions.

The policy could be enhanced through mentioning the benefits that upland Green Infrastructure presents in combating the heat island effect given off by GM.

Further improvements could be enhanced through cross-referencing guidance on flood risk and Green Infrastructure and including the Water Framework Directive as a strategic aim.

2020 updated position

The policy has been strengthened to reference physical and mental health benefits (Objective 6).

No amendments have been made to reference sustainable transport modes however GMCA noted this is covered by GM Policy Chapter GM-N (A Connected Greater Manchester) which covers sustainable transport across GM (objective 9).

No amendments have been also made regarding the impact of green infrastructure on the urban area to combat the heat island effect as GMCA noted this was covered in policy GM-Strat 13 and GM-G 2 (objective 12).

No amendments have been made to policy wording to reference flood risk and water management. However, GMCA note this is addressed by policies GM-S 5, GM-Strat 13 and GM-G 2 which cover flood risk and the water environment and green infrastructure (objectives 13 and 14).

12.6 GM-G 6 (formerly GGM 7) – Urban Green Space

Synergies with the IA framework

The policy refers to GI standards and focuses on the accessibility of urban greenspace. There are positive effects with objective 1 as the policy is concerned with GI provision and focuses on accessibility and linking to new developments.

There are strong synergies with IA objective 6 which focused on the health and wellbeing of the population through reducing health inequalities. As the policy aims to maximise the proportion of people who have accessible natural greenspace near to their home, this therefore would reduce health inequalities through ensuring equal provision and access. The policy therefore also supports IA objectives on air quality, biodiversity and

landscape quality and character through setting standards for GI provision and accessibility.

The provision of greenspace also supports IA objectives on air quality, carbon change and reducing greenhouse gas emissions as natural greenspaces will help to mitigate greenhouse gas emissions.

2019 IA – recommended enhancement and mitigation

The policy could be enhanced through emphasising the health benefits of incorporating GI into new and existing development. Further benefits of reducing greenhouse gas emission and improving air quality should be mentioned.

Blue infrastructure should be referenced in addition to GI. Further enhancements could be made through mentioning wildlife in conjunction with allowing 'naturalness' to predominate greenspace.

Reference should be made to the importance of considering local surroundings when developing greenspaces and the benefits of using green infrastructure to decrease flood risk and decrease surface run off.

Further enhancements could be made to reference remediation of land to maximise the available greenspaces for GI functions.

2020 updated position

No amendments have been made to reference the benefits of sustainable transport modes however GMCA noted this is covered by GM Policies Chapter GM-Strat 13 and GM-G 2 which cover green infrastructure, S1 which covers creating sustainable places and GM-N 5 which covers active travel (objective 6).

No amendments have been made regarding incorporating green infrastructure and the benefits of it as GMCA noted this was covered in policies GM-Strat 13 and GM-G 2, GM-S 1 and GM-S 4 which cover green infrastructure, creating sustainable places and resilience (objectives 10 and 12). Additionally, no amendments were made to include wildlife within the policy. GMCA noted that policies GM-Strat 13, GM-G 2 and GM-G 9 cover green infrastructure and biodiversity and geodiversity (objective 11).

No amendments have been made to policy wording to reference flood risk and water management. However, GMCA note this was addressed by Policies GM-S 5, GM-Strat 13 and GM-G 2 which cover flood risk and the water environment and green infrastructure (objectives 13 and 14).

Additionally, no amendments have been made to reference the benefits to greenhouse gas emissions as GMCA noted this was covered by Policies GM-S 1 and GM-S 2 which cover sustainable development and carbon and energy (objective 15). Similarly, there were no amendments to include that green infrastructure should be accessible as GMCA highlight this is covered by Policy GM-E 1 (objective 16).

No amendments have been made to reference that green space should take into consideration its local surroundings or regarding utilising remediated land. GMCA noted these were covered in Policies GM-E 1 and GM-S 1 which relate to sustainable development and creating sustainable places.

12.7 GM-G 7 (formerly GGM 5) – Trees and Woodland

Synergies with the IA framework

The policy aims to significantly increase tree cover, protect and enhance woodland, and connect people to the trees and woodland around them. The policy refers to ensuring development is connected to the natural environment and therefore it aligns with IA objective 1 as it advocates the provision of on-site trees for development.

The policy also has synergies with health-related objectives which include IA objective 6 which aims to improve access to woodland and target tree planting in areas of greatest need and this is likely to reduce health inequalities. Furthermore, the policy also supports objective 10 as it targets tree planting and expanding woodland areas, both of which will improve air quality and have a positive impact on health. Similarly, the policy also links to objective 9 through the establishment of City Forest Parks as well as increased provision of street trees which will encourage residents to utilise sustainable and active modes of transport.

There are also significant links between the policy and IA objective 11 which covers biodiversity and green infrastructure. For instance, the policy advocates the protection and expansion of woodland habitats, contributing to green infrastructure whilst also improving public access to woodland and trees.

IA objectives relating to climate resilience, which include 12 and 13, are also well-supported by the policy which highlights how positive management of trees and woodland combat flood risk and promote carbon storage/sequestration. Linking to this topic, the policy also covers objective 14 as it encourages bringing the woodland to a more productive state which will have a positive effect on water quality and availability.

Finally, the policy also supports IA objective 16 which seeks to conserve and enhance the landscape and heritage assets of the area as the policy calls for conservation of trees that are of a cultural, heritage and/or aesthetic value.

2019 IA – recommended enhancement and mitigation

The policy mentions green infrastructure functions but could expand further upon this in relation to the on-site provision of trees, for example, their potential use for cooling an urban heat island. Linking to green

infrastructure, the policy could also state how such infrastructure will encourage active transport and benefit health.

The policy could also make explicit the potential benefits/ synergies with climate change resilience, in particular, flood risk and reducing run-off rates (which links to water resources/quality as well as flood risk), as well as potentially mentioning the Water Framework Directive as another strategic aim.

Furthermore, the policy could add reference to recreation/amenity/tranquillity in ensuring access to green infrastructure, especially ancient trees, which will strengthen local character.

2020 updated position

The policy has been strengthened to reference the benefits of urban cooling from green infrastructure, active travel, the potential for tree planting on land in need of remediation and to support woodland conservation with the sustainable use of timber (Objectives 1, 6, 15, 17 and 18).

No amendments have been made to reference the benefits of sustainable transport modes however GMCA noted this is covered by GM Policies Chapter E1 which covers creating sustainable places and GM-N 1, GM-N 3 and GM-N 5 which covers sustainable travel (objective 9).

No amendments have been also made to reference ecology with habitat diversity as GMCA noted this was covered in policies GM-G 9 which covers biodiversity and geodiversity (objective 11). Additionally, no amendments were made to include reference to the recreation, tranquillity and amenity of woodlands. GMCA noted that policies GM-Strat 13, GM-G 2, GM-G 6 and GM-G 8 cover green infrastructure (objective 11).

No amendments have been made to policy wording to reference flood risk and water management. However, GMCA note this was addressed by Policy GM-H 2 which covers heritage (objective 16).

12.8 GM-G 8 (formerly GGM7 and GM G9) - Standards for a Greener Greater Manchester

Synergies with the IA framework

The policy refers to GI standards and focuses on the accessibility of natural greenspace. There are positive effects with objective 1 as the policy is concerned with GI standards and focuses on accessibility and linking to new developments.

There are strong synergies with IA objective 6 which focused on the health and wellbeing of the population through reducing health inequalities. As the policy aims to maximise the proportion of people who have accessible natural greenspace near to their home, this therefore would reduce health

inequalities through ensuring equal provision and access. The policy therefore also supports IA objectives on air quality, biodiversity and landscape quality and character through setting standards for GI provision and accessibility.

The provision of greenspace also supports IA objectives on air quality, carbon change and reducing greenhouse gas emissions as natural greenspaces will help to mitigate greenhouse gas emissions.

2019 IA – recommended enhancement and mitigation

The policy could be enhanced through emphasising the health benefits of incorporating GI into new and existing development. Further benefits of reducing greenhouse gas emission and improving air quality should be mentioned.

Blue infrastructure should be referenced in addition to GI. Further enhancements could be made through mentioning wildlife in conjunction with allowing 'naturalness' to predominate greenspace.

Reference should be made to the importance of considering local surroundings when developing greenspaces and the benefits of using green infrastructure to decrease flood risk and decrease surface run off.

Further enhancements could be made to reference remediation of land to maximise the available greenspaces for GI functions.

2020 updated position

No amendments have been made to reference the benefits of sustainable transport modes however GMCA noted this is covered by GM Policies Chapter GM-Strat 13 and G2 which cover green infrastructure, S1 which covers creating sustainable places and N5 which covers active travel (objective 6).

No amendments have been also made regarding incorporating green infrastructure and the benefits of it as GMCA noted this was covered in policies GM-Strat 13 and GM-G 2, GM-S 1 and GM-S 4 which cover green infrastructure, creating sustainable places and resilience (objectives 10 and 12). Additionally, no amendments were made to include wildlife within the policy. GMCA noted that policies GM-Strat 13, GM-G 2 and GM-G 9 cover green infrastructure and biodiversity and geodiversity (objective 11).

No amendments have been made to policy wording to reference flood risk and water management. However, GMCA note this was addressed by policies GM-S 5, GM-Strat 13 and GM-G 2 which cover flood risk and the water environment and green infrastructure (objectives 13 and 14). Additionally, no amendments were made to reference the benefits to greenhouse gas emissions as GMCA noted this was covered by Policies GM-S 1 and GM-S 2 which cover sustainable development and carbon and energy (objective 15).

Similarly, there have been no amendments to include that green infrastructure should be accessible as GMCA highlight this is covered by GM-E 1 (objective 16). No amendments have been made to reference that green space should take into consideration its local surroundings or regarding utilising remediated land (objective 17). GMCA noted these were covered in policies GM-E 1 and GM-S 1 which relate to sustainable development and creating sustainable places.

12.9 GM-G 9 (formerly GGM 1 and GM G10) - Biodiversity and Geodiversity

Synergies with the IA framework

The policy seeks to achieve a significant net enhancement of biodiversity and geodiversity resources will be achieved through supporting habitats hosting priority species, improving access to the natural environment and setting out specific requirements for development.

The policy links well to IA objective 1 as it requires development to avoid fragmenting habitats which will positively affect the connectivity between housing and green space.

The policy also has strong synergy with health-related topics which includes objective 6 as it improves access to nature and green space which is likely to have a positive impact upon health and well-being of the surrounding population.

There are synergies with IA objective 10 as the policy supports increasing the quality, quantity and diversity of habitats which will indirectly improve air quality.

IA objective 11 is also well supported by the policy which encourages the enhancement of biodiversity and geodiversity which should have a positive impact upon wildlife and geological features. Although it is uncertain what effect the policy will have on multifunctional green infrastructure and recreational opportunities.

Despite specific mention, the policy also aligns with objective 14 in the protection and improvement of water quality and availability by enhancing biodiversity and geodiversity resources.

The policy references safeguarding the best and most versatile agricultural land and will have a strong, positive effect on objective 17.

2019 IA – recommended enhancement and mitigation

The policy could be enhanced by specifying the ways in which access to the natural environment can promote healthier lifestyles by improving air quality. It could also mention the recreational opportunities which could be implemented alongside improved access. Similarly, the policy could also

mention the benefit of creating multifunctional green spaces in terms of amenity and/or tranquillity.

The policy could refer to the Water Framework Direction to provide more detail on how it may improve water quality and availability.

Finally, the policy could also make reference to the role of biodiversity and geodiversity in maintaining and strengthening local character and distinctiveness, with focus on the landscape, open spaces and public realm. A reference could also be included to highlight the preference for development on previously developed land over land of higher environmental quality.

2020 updated position

No amendments have been made to reference increased access to nature will support healthier lifestyles however GMCA noted this is covered by Policy GM-E 1 which covers creating sustainable places (objective 6). Additionally, no amendments were made regarding recreation opportunities as GMCA noted this was covered in policies GM-E 7 which cover sports and recreation (objective 7).

Additionally, no amendments have been made to reference active travel within the policy. GMCA noted that policies GM-N 1, GM-N 3 and GM-N 5 which cover GM's integrated network, public transport and active travel (objective 9). No amendments have been also made in relation to the benefits of biodiversity enhancement on air quality (objective 10). GMCA noted this was covered by GM-S 6 which covers clean air.

Additionally, no amendments have been made to include reference to the recreation, tranquillity and amenity of woodlands. GMCA noted that policies GM-Strat 13, GM-G 2, GM-G 6 and GM-G 8 cover green infrastructure (objective 11).

No amendments have been made to policy wording to reference flood risk and water management. However, GMCA note this was addressed by policies GM-S 5, GM-Strat 13 and GM-G 2 which cover flood risk and the water environment and green infrastructure (objective 14).

Similarly, there have been no amendments to include reference landscapes, open spaces and public realm as GMCA highlight this is covered by GM-Strat 13, GM-G 2 and GM-G 6 (objective 16). No amendments have been made to reference the role of biodiversity and geodiversity to enhance local character (objective 16). GMCA noted this was covered by Policy GM-H 2 which covered heritage. Also, no amendments were made to reference that previously developed land (objective 17). GMCA noted these were covered in Policy GM-S 1 which relates to sustainable development.

12.10 GM-G 10 (formerly GGM 9 and GM G11) – The Greater Manchester Green Belt

Synergies with the IA framework

The Green Belt policy, by its nature, encourages development to be located on previously developed land as it restricts the development on large amounts of land that are designated as Green Belt. The policy therefore has synergies with objective 1 as it seeks to ensure housing is located on appropriate sites. The policy also states that the environmental and social benefits of the Green Belt will be enhanced.

2019 IA – recommended enhancement and mitigation

The IA has highlighted that where Green Belt boundaries are changed, individual areas' landscape/heritage assets may be significantly altered. This will depend on the site and the nature of the schemes proposed.

2020 updated position

No amendments have been made to reference active travel within the policy. GMCA noted that policies GM-N 3 and GM-N 5 which cover GM's public transport and active travel (objectives 9 and 10). No amendments were also made in relation to Green Belt boundaries (objective 16). GMCA noted this was covered by the GMSF evidence base through a Green Belt Assessment.

12.11 GM-G 11 (NEW Policy) – Safeguarded Land

Synergies with the IA framework

The policy seeks to safeguard land adjacent to the proposed Manchester Airport Station. However, the policy seeks to control when it can come forward for development in order to prioritise accessible brownfield land and urban greenfield sites first. The policy therefore has alignment with IA objective 1.

The policy seeks to be restrictive only allowing development that would be acceptable if it were in the green belt, which would afford some protection to the landscape and environment. In addition, it makes specific reference to providing necessary infrastructure and measures to positively mitigate environmental impacts. This has synergies with objective 16, although effects at this stage are uncertain.

2020 recommended enhancement and mitigation

It is considered that the policy could be further strengthened by referencing the need for an appraisal of landscape and visual impacts to accompany any development proposal.

13 A Connected Greater Manchester

13.1 GM-N 1 (formerly GMCON 1) – Our integrated Network

Synergies with the IA Framework

This policy focusses on providing an accessible Greater Manchester with world-class connectivity which is supported through a range of measures that include minimising the need to travel, ensuring high quality digital infrastructure and transport investment that priorities the needs of people over vehicles.

The policy aligns well with IA objectives 1 and 2 which ensure housing and employment land are well-connected as the policy aims to deliver a pattern of development that minimises the need to travel and distances to be travelled to access opportunities, with specific reference to jobs. This will encourage the provision of housing and employment land in sustainable locations which is well served by infrastructure.

The policy also has strong synergy with objective 3 which ensures there is sufficient transport infrastructure and utilities to support development. The policy is expected to make a positive impact against assessment criteria as it states that transport infrastructure and services will be transformed in addition to ensuring the provision of high-quality digital infrastructure across the region.

IA objectives 6 and 9 also have positive effects as the policy encourages healthier lifestyles through the promotion of active and sustainable modes of transport. The policy outlines a hierarchy for road use which prioritises pedestrians, cyclists and public transport users which will help to reduce health inequalities across the region. Prioritising active transport over car use is also likely to help reduce greenhouse gas emissions and improve air quality, relating to objectives 10 and 15.

2019 IA – recommended enhancement and mitigation

The policy could be improved by making specific reference to minimising need to travel and by unsustainable modes to housing and not just to employment opportunities.

There could be explicit reference to ensuring equal access for all to transport infrastructure which includes those living in different areas and not just in cities and towns.

Finally, the policy should be more descriptive about what it means by ‘other key services and opportunities’ referring to greenspace, healthcare and recreation facilities which would better support IA objectives 6 and 7.

2020 updated position

The policy has been strengthened to reference that transport infrastructure is available and accessible for all users across GM (objective 5). In addition, the policy now references key services which include education, healthcare, retail, recreation and leisure, green spaces and green infrastructure (objectives 6, 7 and 11). Objectives 10, 12 and 15 have also been strengthened within the policy with text added to protect GM's air quality, reducing carbon emissions and low carbon requirements.

No amendments have been made to the policy wording to reference education and training opportunities. However, GMCA note this is addressed by Policy GM-E 5 which covers education, knowledge and skills (Objective 2).

13.2 GM-N 2 (formerly GMCON 2) – Digital Connectivity

Synergies with the IA Framework

The policy encourages the provision of affordable and high-quality digital infrastructure across Greater Manchester which will be supported through a set of measures to maximise coverage whilst protecting townscape quality.

The policy has strong synergy with IA objective 3 which ensures digital infrastructure will support anticipated development. For example, the policy encourages rolling out the latest mobile technology and broadband, fibre digital connections and free high-speed Wi-Fi in a way that maximises coverage across the region.

2019 IA – recommended enhancement and mitigation

There is no specific mitigation relating to the policy, as the policy covers a specific topic. However, the policy could provide further references to other areas, such as how the digital offer will link to economic growth and job creation.

2020 updated position

No amendments have been made to the policy wording with no identified mitigation for the policy.

13.3 GM-N 3 (formerly GMCON 4) – Public transport network

Synergies with the IA Framework

The policy focusses on investigating major improvements to the public transport network for potential delivery which includes enhanced connections to other major cities, tackling bottlenecks in the Regional Centre and improving public transport links.

As the policy focusses on improving public transport networks, this will also improve connectivity between housing, employment centres and green space and therefore the policy aligns with assessment criteria for IA objectives 1 and 2.

The policy also has synergy with objective 3 which ensures there is sufficient transport infrastructure and utilities to support development. It is expected to make a positive impact against this assessment criteria as it outlines interventions to improve the public transport network which will support demands from future development.

Finally, the policy aligns strongly with objectives 9 and 10 and to some extent objective 15 as it intends to make major improvements to the public transport network, promoting sustainable modes of transport which is likely to reduce greenhouse gas emissions and improve air quality.

2019 IA – recommended enhancement and mitigation

The policy includes a large amount of detail, and therefore no mitigation for the policy is proposed.

2020 updated position

No amendments have been made to the policy wording with no identified mitigation for the policy.

13.4 GM-N 4 (formerly GMCON 5) – Streets for all

Synergies with the IA Framework

The policy outlines how the streets of Greater Manchester will be designed and managed so that they make a significant positive contribution to the quality of place as well as supporting high levels of walking, cycling and public transport, which will be achieved through a range of interventions.

The policy has some synergy with IA objectives 1 and 2 as it referenced increasing levels of greenery on streets in Greater Manchester which will have an indirectly positive effect upon ensuring housing land is well-connected with green space. Also, although the policy does not directly support the provision of employment land, by improving street

infrastructure and connections it should indirectly improve connections between employment sites.

There is significant crossover with objective 3 as it seeks to deliver improved routes as part of the walking and cycling network which will directly improve transport connectivity and support the growth and distribution of development.

The policy also aligns well with objectives 5 and 7 which refer to promoting equality of opportunity and access to social infrastructure. The policy aims to provide frequent opportunities for people to rest, linger and socialise; it also aims to ensure that the streets are welcoming for all including those with reduced mobility.

The policy also strongly aligns with objective 6 to support improved health and wellbeing by promoting improvements to the walking and cycling network and incorporating increased levels of greenery.

The policy has synergies with promoting sustainable transport as set out in objective 9, by supporting efficient patterns of movement, providing a safe public transport network and encouraging active modes of transport.

In addition, the policy has synergies with objective 11 to conserve and enhance biodiversity, green infrastructure and geodiversity assets by incorporating increased levels of greenery.

The policy has synergies with objective 15 as it makes reference to utilisation of Ultra Low Emission Vehicle charging networks which would indirectly support a reduction in greenhouse gas emissions.

Finally, the policy aligns with objective 16 which seeks to conserve and enhance landscape, townscape and heritage assets and their settings through increasing greenery and quality of place in the streets and public realm.

2019 IA – recommended enhancement and mitigation

The policy could further elaborate on the social benefits of improving quality of place to make a stronger link to objective 5.

In relation to providing green infrastructure in line with objective 11, the policy could elaborate upon the types of green infrastructure to be supported by the policy to provide more details.

2020 updated position

The policy has been strengthened to reference utilities and digital infrastructure (objective 3). In addition, the policy now references reducing carbon emissions and provides further detail on what is meant by street greenery (objectives 10, 11 and 15).

No amendments have been made to the policy wording to reference the social benefits of improving spaces. However, GMCA note this is

addressed by Policy GM-E 1 which covers creating sustainable places (Objective 5).

13.5 GM-N 5 (formerly GMCON 3) – Walking and cycling network

Synergies with the IA Framework

The policy outlines interventions which will help to maximise the use of public transport networks by providing integrated walking and cycling networks that connect neighbourhoods and communities across Greater Manchester.

As the policy specifically refers to connecting neighbourhoods and communities across the region, it will support connections between housing, employment centres and green space and therefore aligns with assessment criteria for IA objectives 1 and 2. Similarly, the policy also aligns with objectives 3 and 5 as its interventions aim to enhance transport infrastructure in key destinations which will support future development whilst ensuring equal access to infrastructure for all.

The policy has strong synergy with objectives 6, 9 and to some extent objective 15. The policy encourages active and sustainable modes of travel which will support healthier lifestyles and helps to reduce health inequalities across Greater Manchester. This will also have a positive impact on air quality by reducing carbon emissions associated with cars and other polluting modes of transport.

2019 IA – recommended enhancement and mitigation

Although the policy seeks to improve walking and cycling networks which are likely to include making improvements to green infrastructure (including canals, parks and recreation grounds etc.), there is no explicit link between the two. Therefore, the policy could be enhanced by specifically mentioning green infrastructure which would support assessment criteria for objective 11.

2020 updated position

No amendments have been made to the policy wording to reference the link between green and blue infrastructure with sustainable travel modes. However, GMCA note this is addressed by Policy GM-Strat 13 and GM-G 2 which covers green infrastructure (Objective 11).

13.6 GM-N 6 (formerly GMCON 7) - Freight and Logistics

Synergies with the IA Framework

The policy aims to make more efficient and sustainable movement of freight including rail, water, air and road movements.

The policy has synergies to objective 2 which aims to provide suitable and connected employment sites. The policy enables the provision of consolidation and distribution centres within existing employment areas and through new developments, in addition to accommodating the expansion of air freight activities. As such, the policy would have a positive effect on this objective by indirectly meeting demand for employment land.

In relation to objective 3 to ensure transport connectivity, the policy supports the efficient and sustainable movement of freight which will therefore have a positive effect on this objective by improving associated infrastructure.

The policy has linkages with an assessment criterion in objective 4 which aims to reduce the proportion of people living in deprivation as the policy increases employment activities which would likely indirectly reduce the proportion of people living in deprivation.

The policy also has synergies with objective 9 which seeks to promote sustainable transport as the policy reference to encouraging the efficient and sustainable movement of freight and therefore has a positive impact on this objective.

Finally, the policy aligns with objective 15 which seeks to increase energy efficiency, support low-carbon generation and reduce greenhouse gases. The policy supports more sustainable freight movement including low and zero- carbon delivery mechanisms which will reduce greenhouse gas emissions and increase energy efficiency.

2019 IA – recommended enhancement and mitigation

The policy would be strengthened by including reference to including improvements to utilities which interact with freight infrastructure. Also, including within the policy the need for efficient freight activities and the need for sustainable movement of freight.

2020 updated position

The policy has been strengthened to reference low and zero emission vehicles including electric vehicles (objectives 10, 12 and 15).

No amendments have been made to the policy wording to reference freight and utilities infrastructure. However, GMCA note this is addressed

by Policies GM-N 1 and GM-N 4 which covers GM's integrated network and street design (Objective 3).

13.7 GM-N 7 (formerly GMCON 5) – Transport requirements of new development

Synergies with the IA Framework

The policy aims to require developments to support a significant increase in the proportion of journeys made by walking, cycling and public transport, and a reduction in the adverse environmental impacts of transport.

The policy aligns with objective 1 and objective 2 by providing walking and cycling routes which will have an overall positive impact on providing infrastructure to support connectivity between homes and employment land, centres and green spaces.

The policy aligns strongly with objective 3 which aims to provide transport improvements to support anticipated development. The policy would have a direct, positive effect on ensuring the transport network can support growth and prioritise walking, cycling and public transport infrastructure improvements.

The policy also has synergies with assessment criteria in objective 5 which aims to ensure equal access to infrastructure for all. The policy dictates transport requirements for all new developments which indirectly supports access to transport infrastructure for all.

There are also significant linkages between the policy and objective 6 which aims to support improved health and wellbeing. The policy supports enhanced walking and cycling infrastructure which would indirectly improve the health and wellbeing of users.

The policy has synergies with assessment criteria in objective 7 which aims to promote access to appropriate community infrastructure as the policy supports transport improvements which would indirectly enhance access to community social infrastructure.

The policy has positive effects on objective 9 which supports the use of sustainable modes of transport. This policy sets out requirements for delivering walking, cycling and public transport in new developments and therefore links very positivity with this objective.

In addition, the policy has indirect positive links with objective 10 which aims to improved air quality, as an increase in active and public modes of transport would indirectly reduce car use and therefore car emissions. This also links to an assessment criterion in objective 15 which aims to promote a reduction in greenhouse gases, as the policy encourages a reduction in car emissions.

2019 IA – recommended enhancement and mitigation

In relation to objective 5 for promoting equality of opportunity for all, the policy could mention directly the need for provision of transport infrastructure in areas that have increased need due to a lack of existing connectivity.

In relation to objective 6 to promote improved health and wellbeing the policy could include benefits of active transport as support for the policy. In addition, regarding objective 10 which supports improved air quality, the policy would specify the environmental benefits of active travel on air quality to strengthen the policy.

2020 updated position

No amendments have been made to the policy wording to reference areas which may lack connectivity (objective 5). However, GMCA note this is addressed by Policies GM-N 1, GM-N 2, GM-N 3 and GM-N 5 which covers sustainable and active travel, digital infrastructure and the wider public transport and travel network across GM.

Additionally, no amendments have been made to policy wording to reference the benefits of active travel. However, GMCA note this was addressed by GM-N 5 which covers active travel in GM (Objectives 6 and 10).

14 Delivering The Plan

14.1 GM-D 1 – Infrastructure Implementation

Synergies with the IA Framework

This is a new policy within the 2020 draft GMSF. It seeks to promote a joined-up approach to infrastructure delivery and establish a long-term funding mechanism for transport and site-specific infrastructure to ensure timely delivery and capture developer contributions.

It also seeks to ensure development does not lead to capacity issues; by ensuring there is sufficient capacity and requiring applicants to minimise demand for energy, water and services,

It has synergies with a number of the IA objectives. This includes strong synergy with objective 3 ensuring coverage and capacity of transport and utility infrastructure. It will also contribute to meetings demand for employment and housing land in medium to long term for objective 1.

It has strong synergies with objective 6 round health, by encouraging a joined-up approach on delivery of health facilities and other services. It could also contribute to objective 9 in terms of facilitating transport

connectivity and use of non-car modes and objective 12 and 15 in so far as coordinated approach on flood risk and minimising the use of resources.

2020 recommended enhancement and mitigation

It is considered that the policy could be further strengthened to make explicit reference to promotion of public and active transport through these links (Objective 9). It is also considered the policy could be strengthened through reference to spatial elements. This could make clear that infrastructure will be provided across different areas (Objective 5).

14.2 GM-D 2 – Developer contributions

Synergies with the IA Framework

This is a new policy within the 2020 draft GMSF. The policy focuses on ensuring that developments provide or contribute to the provision of appropriate mitigation measures to make the development acceptable in planning terms. The policy makes clear that if viability is to be considered it must be evidenced and then the LPA should determine the weight it is given alongside other materials considerations.

The policy has synergies with objective 1 and 2 as contributions could be sought for affordable housing and necessary infrastructure to support economic growth. It also has synergies with enhancing the transport network and connectivity. It also has the potential to enable more equal access to affordable housing and facilities for all (objective 4). By ensuring development contribute to required social infrastructure it could also perform well against objective 6, 7, 9 and 11.

2020 recommended enhancement and mitigation

The policy could be further strengthened through specific reference to promotion of public and active transport through these links.

The policy does not reference examples of what type of contributions could be sought. However, this potentially gives the LPAs flexibility to reflect the individual needs of the development and locality.

15 IA of Growth and Spatial Options

The Growth and Spatial Options Report sets out the evolution of these options through from the 2016 and 2019 Growth and Spatial Options to the 2020 iteration.

The 2019 spatial options were appraised under the IA Framework by GMCA. This included recommendations for mitigation and policy input. This helped shape the selection of the preferred option.

In 2020, an independent assessment has been undertaken by Arup of all the options presented in the 2020 draft GMSF. This has peer reviewed the previous IA and undertaken an independent assessment.

Please refer to the full report for details.

This section below summarises some of the key

15.1 The growth and spatial options for 2020

For ease of reference they are as follow:

15.1.1 Growth options

The 2020 draft GMSF growth options are:

- Option 1: Business as usual.
- Option 2: Meeting GM's Local Housing Need (LHN) and employment land Objectively Assessed Needs.
- Option 3: Higher Growth scenario, going above GM's LHN and Employment land needs.

Further detail including the IA of these growth options can be found in Section **Error! Reference source not found.** of the Growth and Spatial Options Report.

15.1.2 Spatial options

The 2020 draft GMSF spatial options are:

- Option 1 – Business as Usual;
- Option 2 – Urban Max;
- Option 3 – Public Transport Max;
- Option 4 – GMSF 2019 Spatial [Hybrid] Option; and
- Option 5 – Decentralisation / Sub-urbanisation.

Further detail including the IA of these spatial options can be found in Section **Error! Reference source not found.** of the Growth and Spatial Options Report.

15.2 Summary of the IA findings

Each option was appraised against the IA Framework, and the same set of 18 objectives. As with the assessment of the thematic and site allocations policies, recommendations for enhancement and mitigation were set out for each option for completeness (rather than just the preferred option).

The enhancement and mitigation can primarily be addressed through the wording of strategic and thematic policies.

15.2.1 Growth options

Option 1 represents business as usual and limits growth to the 2020 existing land supply. This option would prevent GM from meeting both its LHN and its objectively assessed needs for employment land, which would have a negative effect on numerous IA objectives and would prevent sustainable growth across GM.

Option 2 allows identification of sufficient land to meet local needs, thus affording the flexibility to ensure housing and employment land needs are met sustainably across GM throughout the GMSF plan period.

Option 3 involves an increased amount of land in order to provide additional housing and employment opportunity. However, benefit from these aspects could be offset by the decrease in connectivity and increase in detrimental climate change effects associated with this option.

15.2.2 Spatial options

Option 1 represents business as usual and does not meet the LHN or employment land need. It does not anticipate Green Belt release.

Although Option 2 does achieve the LHN through a significant focus on densification in the urban area, this would likely increase pressure on nearby services including green infrastructure. It also does not anticipate Green Belt release.

Option 3, a new option introduced for the 2020 draft GMSF, aims to concentrate development in sustainable locations close to transport nodes, whether within a defined centre or not. Although it does not anticipate Green Belt release and would meet numerical need, similar to Option 2 it would cause increased pressure on the urban area as well as increased pressure in locations surrounding transport hubs.

Option 4 is the hybrid option carried forward from the 2020 draft GMSF. This option would deliver a full range of housing in sustainable locations.

Opportunities would generally be maximised, including access to urban green space and employment opportunities.

Option 5, another new option for the 2020 draft GMSF, focuses on moving development away from the Core Growth Area and to the urban fringe, and beyond. This would have a detrimental effect on accessibility and inclusivity, and would also significantly increase private car journeys.

15.3 Mitigation and enhancement

The 2020 Growth and Spatial Options Report is an independent IA of the options described above. Whilst the Report sets out suggested mitigation and enhancement for each option, the following summarises the mitigation and enhancement recommended for the 2020 draft GMSF preferred growth and spatial options.

As explained above, the enhancement and mitigation can primarily be addressed through the wording of strategic and thematic policies.

15.3.1 Growth option 2: Meeting GM's Local Housing Need (LHN) and employment land Objectively Assessed Needs.

As LHN and objectively assessed need is met already through this option, policy throughout the GMSF should ensure that sustainable transport and climate change adaptation is a focus for new housing and employment provision. This will further strengthen the sustainability and thus resiliency of this growth option.

Utilities and digital providers should be consulted with at the earliest stage of planning, to ensure growth can be adequately supported.

As explained above, it is considered that the mitigation can primarily be delivered through the implementation of the relevant thematic policy. A review of the thematic policies suggests that these recommendations for mitigation and enhancement are adequately addressed.

GM-Strat 14 (A sustainable and Integrated Transport Network) acknowledges the role new development will have in delivering GM's future sustainable and integrated transport network. Whilst it does not explicitly mention housing or employment, it does include all development. Policies GM-N 3 (public transport) and GM-N 5 (walking and cycling) also reinforce accessibility by non-car modes. Policy GM-N 7 also sets out what is expected of all development in GM with regarding to movement.

As noted in the updated 2020 IA Scoping Report, there has been an increase in emphasis on climate change, with all ten GM authorities declaring a climate emergency. It is considered that this issue is addressed through policies within the Sustainable and Resilient Greater Manchester chapter, and with further recommendations made in this 2020 IA, this can be strengthened further.

With regards to the recommendations around working with utility and digital providers, it is considered that this will be achieved through the implementation of GM-N 2 (Digital connectivity) and GM-D 1 (Infrastructure Implementation).

15.3.2 Spatial option 4: GMSF 2019 Spatial [Hybrid] Option

Mitigation for potential stress on social infrastructure and educational facilities associated with this option could include limited Green Belt release, where new sites would have an overall regenerative effect on a community. To ensure Green Belt release is undertaken sustainably, release should focus on sustainable transport use, discouraging personal car journeys, and conserving the natural environment through creation of new green space elsewhere.

This option could also be enhanced by protecting key townscape and heritage assets through carefully considered design. Protection should also be afforded to versatile agricultural land.

As explained above, it is considered that the mitigation can primarily be delivered through the implementation of the relevant thematic policy. A review of the thematic policies suggests that these recommendations for mitigation and enhancement are adequately addressed.

Ensuring that Green Belt release focuses on sustainable transport and creation of green space elsewhere is outlined in the relevant thematic policies such as GM-Strat 6 Sustainable transport policies within the Our Network Chapter and A Greener Greater Manchester will also address this issue. Policies within the GMSF also seek to ensure land is released in sustainable locations.

Policies throughout the GMSF also address design quality and responding to local context, and also heritage conservation and enhancement, in particular Policy GM-E 1 and GM-E 2. Policy GM-G 9 also seeks to ensure biodiversity enhancement and safeguard 'best and most versatile' agricultural land.

15.4 Conclusions

The 2020 Growth and Spatial Options IA Report is an independent IA of the options described above. A series of mitigation and enhancement recommendations have been made for each option. Those relating to the preferred options can primarily be taken forward through the implementation of GMSF policies.

16 IA of Allocations Policies

16.1 Introduction

Sites for housing and employment across the 10 districts of Greater Manchester have been allocated within the GMSF as standalone policies. Each site allocation policy has been appraised using the IA framework. The key themes have been drawn out into this section of the report from the assessment tables shown in Appendix D.

16.2 Notes on the Assessment

The allocation policies primarily focus on the site-specific topics, and the thematic policies, summarised in Section 6 to 14, pick up the general topics. Therefore, some of the IA objectives are less relevant for most allocations as they are picked up in the thematic policies. The cross-references have generally been flagged within the assessments tables in Appendix D. Where the IA objective is not relevant to the allocation, it has been given a neutral score.

The GMSF is expected to be read in its entirety, with several thematic comments picking up wider themes. This is noted throughout all the assessments however every individual cross reference is not specified due to the number of these. Where there is something of note, or an exception, this has been identified.

There are no new allocations in the 2020 draft GMSF compared to 2019. Some have been removed. Policy wording has also evolved.

In the 2019 IA, the approach was that where there is no mention of a particular assessment criterion in the policy, the scoring is neutral, as it is acknowledged that it is not appropriate for every allocation to specifically address each individual assessment criteria. This same approach has been followed in the 2020 IA.

The air quality objective has a number of allocations where the score is both positive and negative. The negative score is due to the allocation being within or in close proximity to an AQMA, and the positive score given because mitigation is provided in the policy.

Appendix D provides the assessment tables for each allocation policy. It includes the assessment from 2019 including mitigation proposed, commentary on changes since 2019 and how this responds to the recommendations. Finally, any residual recommendations.

16.3 Synergies with the IA framework

The IA and site allocation policies have clear links which are evident in the assessments shown in Appendix D. It is not necessary to list out all synergies within this report, but specific examples include provision of housing, employment, transport links and new green infrastructure. There

are commitments throughout to protect and enhance existing features and sensitive receptors (e.g. relating to cultural heritage, ecology and landscape).

There are a number of instances where strategic aims of the IA are not applicable to the site-specific nature of site allocations (e.g. addressing health inequalities across GM). Although it is acknowledged in these instances that sites have an important part to play in achieving these strategic aims, such matters are more appropriate for consideration in thematic policies.

2019 IA – recommended enhancement and mitigation

This section contains a summary of the enhancement and mitigation recommendations from the allocation policies in 2019. Key strategic themes have been drawn out. Site specifics are contained within the assessment tables.

The connectivity between housing, employment land, green spaces and centres has been highlighted as part of the mitigation and enhancements for a number of the allocations, within the housing and employment IA objectives. It is important to reference connectivity in the policies, and to reference the connectivity to the wider, existing area and not just within the allocation itself.

For the employment objective, the main mitigation (where the allocation policy does not specifically mention these aspects), is to consider how housing land and employment can enhance work force skills and training, through construction and operation jobs.

The main mitigation proposed for transport and utilities (where the allocation policy does not specifically mention these aspects), is to consider a feasibility study into the requirements and ability of the local network to support development. This mitigation is proposed for all allocations.

For the objective relating to deprivation and disparity, allocations have been predominantly scored as having neutral effects. This is because there is no mention in policy about how the development will affect deprived areas (the presumption being that there is no certainty around investment affecting deprivation, unless it is targeted). The IA states that benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider, and specifically target, deprived areas. Where possible such benefits should be maximised to help bring about long-term benefits for deprived areas.

There are also predominantly neutral effects for the objective focused on equality and discrimination. The mitigation is often for the policies to reference integration with existing communities and encouraging the provision of varied tenures within the development.

The policies are mostly considered to have neutral effects against health related objectives, particularly where the IA framework asks strategic questions of the policy (as discussed in Section 16.2). Some allocations state that new developments and facilities will be integrated with existing communities. This is deemed to be positive in terms of fostering good relations and having health benefits (e.g. through cycling and walking links). Where this has not been mentioned in allocations policy, it has been recommended for inclusion.

The objective relating to social infrastructure has very different scores between the different allocations, this highlights how some allocation policies have directly referenced this and others haven't. However, it is noted that the scale of the allocations is very different, and therefore some allocations may not need to provide this type of infrastructure.

Air quality has uncertain or negative scores because of the presumed increase in trips associated with developments of this scale. The suggested mitigation for the air quality is to seek to minimise the number of trips made by private car to/from the site and consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.

With the objective relating to climate change resilience, allocation policies have scored well if they consider local flood risk. However, there is no mention in any allocation policies of how to address other risks associated with climate change, such as high temperature weather events. It is recommended therefore that masterplan design include best practice for cooling during high temperature and other weather events associated with climate change. This is particularly relevant for large scale proposals. It is noted that this is covered within the thematic policies.

The mitigation that has been proposed for allocations that are anticipated to have a negative or uncertain effect on flood risk is to consider *appropriate flood risk mitigation in line with best practice.* Linked to this, best practice is recommended in terms of protection of sensitive water features below and above ground.

Low carbon and energy efficiency considerations are rarely mentioned in the policies. Proposed mitigation/enhancement is to make reference to energy efficiency directly, although it is possibly more appropriate to embed this consideration within the thematic policies.

Not all the allocations contain (or are near to) important heritage or landscape receptors. Where such features exist, this is generally picked up in policy wording. Proposed enhancement/mitigation has sought to reinforce protection of such features throughout the detail design to reduce risk throughout construction and operational phases.

Most of the allocations contain large areas of greenfield agricultural land, and as such score negatively against assessment criteria relating to PDL or protection of BAMV agricultural land. It is noted that the majority of

development proposed by the GMSF will be within the urban area. Further research is recommended into agricultural land quality where land is graded as Grade 3 agricultural land and the sub-category is not known.

The site allocations do not contain details about waste. Therefore, all of the allocations have been given the same mitigation which is to promote sustainable construction methods and to consider waste and recycling facilities in design.

2020 Updated Position

For the employment objective (Objective 2), whilst the policies in the main have not been amended to include reference to consider how housing land and employment can enhance work force skills and training, through construction and operation jobs, it is addressed through GM-E 5 and GM-P 1.

With relation to transport and utilities (Objective 3) (where the allocation policy does not specifically mention these aspects), a number of allocation policies have been strengthened to refer to transport and accessibility by non-car modes. Also, masterplans have been referred to ensure that utilities are provided. This issue is also covered by thematic policies within the Network Chapter.

For the objective relating to deprivation and disparity (Objective 4), allocations have continued to be predominantly scored as having neutral or uncertain effects. This is because there is no mention in policy about how the development will affect deprived areas (the presumption being that there is no certainty around investment affecting deprivation, unless it is targeted). In a number of policies reference is made to enhancing access by non-car modes which is positive (Objective 4). As noted in the IA of the thematic policies recommendations have been made to further strengthen the thematic policies to ensure tackling deprivation is addressed.

The IA states that benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider, and specifically target, deprived areas. Where possible such benefits should be maximised to help bring about long-term benefits for deprived areas.

Whilst deprivation is covered in supporting text, as stated above, it is considered that policies within the Everyone Chapter could be strengthened to more explicitly referencing tackling deprivation (Objective 4).

There are also predominantly neutral effects for the objective focused on equality and discrimination (Objective 3). Some policies have been strengthened to refer to integration with existing communities. It is also addressed through thematic policies such as GM-E 1 and Chapter 9 of the 2020 draft GMSF.

The policies have continued to mostly by considered to have neutral effects against health-related objectives. Some additional allocations state that new developments and facilities will be integrated with existing communities which is positive. Some policies have also highlighted health benefits of green and blue infrastructure or active travel, others have included requirements for health facilities where required (Objective 6 and 7). The recommendation is also covered by thematic policy GM-E 5, GM-E 6 and GM-E 7.

The objective relating to social infrastructure (Objective 7) continues to have very different scores between the different allocations, this highlights how some allocation policies have directly referenced this and others haven't. Some policies do make direct reference to requirements for schools, health or sports facilities to be provided for example. Others also make reference to masterplans which could address social infrastructure provision. As noted previously, the scale of the allocations is very different, and therefore some allocations may not need to provide this type of infrastructure. Social infrastructure is also addressed by Thematic Policy GM-E 5, GM-E 6 and GM-E 7.

Air quality continues to receive uncertain or negative scores because of the presumed increase in trips associated with developments of this scale. However, in some instances, they have improved to be potentially very positive or negative. A number of policies have been strengthened in relation to provision of access to non-car modes and electric vehicle charging points, which has enhanced the potential of the policy.

With the objective relating to climate change resilience (Objective 12), allocation policies have scored well if they consider local flood risk. The policies continue to make little reference to climate change or energy efficiency / low carbon. In 2019 IA it was noted this issue may be better addressed in a thematic policy. GMCA explain few changes have been made because such issues are covered in the Sustainable and Resilient Chapter. Within the thematic policies (and highlighted in the allocations policy assessment, due to a greater emphasis being placed on tackling climate change and the declaration of a climate emergency for all GM, it is considered that the thematic policies on this topic should be strengthened. This could include sustainable construction and other matters specifically identified in the assessment of the allocation policies.

The mitigation that has been proposed for allocations that are anticipated to have a negative or uncertain effect on flood risk is to consider appropriate flood risk mitigation in line with best practice. It is noted that this is also covered by thematic policy GM-S 7.

As in 2019, not all the allocations contain (or are near to) important heritage or landscape receptors. A number of amendments have been made to strengthen reference of protection if historic assets. It is also noted that the issue of heritage and conservation is addressed by policy GM-E 2.

Again, as in 2019, most of the allocations contain large areas of greenfield agricultural land, and as such score negatively against assessment criteria relating to PDL or protection of BAMV agricultural land. It is noted that the majority of development proposed in the GMSF will be within the urban area. It is noted that for some sites further agricultural classification studies have been undertaken to confirm the sub-category of any Grade 3 sites. Where available they have been fed into the scoring.

The site allocations do not contain details about waste, as this is covered by GM Waste Plan. In 2019, all the allocations have been given the same mitigation which is to promote sustainable construction methods and to consider waste and recycling facilities in design. Thematic policy GM-S 7 also addresses minimising waste and ensuring design of schemes consider waste and recycling.

17 Summary

In summary this 2020 IA has provided an update to the 2019 baseline position and a clear narrative on how the mitigation recommended in the 2019 IA have been addressed by the 2020 draft GMSF.

Where changes have not been made, and explanation has been provided and a consideration of whether any residual recommendations remain.

It is noted that in a number of cases, whilst no / minimal changes have been made to policies, it is explained that this is because the recommendation is primarily addressed by a different thematic policy, emphasising the need to read the GMSF as a whole. It is recognised that it is not desirable or practicable to have all objectives covered by each and every policy.

Whilst a number of specific recommendations are made, there were some recurring residual recommendations which are suggested to further strengthen policies.

In particular, the following:

- Climate change (Objective 12) – As part of the review of the Scoping Report, it was concluded that there was no requirement to update the objectives. However, since the 2019 IA, there has been greater emphasis on the climate change agenda, reflective of the declaration of a climate emergency by the ten GM authorities. It is considered that Objective 12 does cover climate emergency, but it is recommended that policy references to climate change, net zero development and sustainable construction are made. This could be achieved through amendments to each policy where sustainability and climate change is relevant (this would be the majority of policies within the 2020 draft GMSF. An alternative would be to strengthen key policies within the Sustainable and Resilient Chapter (such as GM-S 1). A third option would be to introduce a new climate change policy. If the second or third option is selected, a refreshed IA would be needed against those amended policies. and the rest of the Sustainable and Resilient Chapter, more specific references are made to.
- Accessible design standards – whilst this is covered broadly in Policy GM-E 1 and within GM-H 3 relating to housing, it is suggested that policies are strengthened with more specific reference to accessible design of buildings and spaces to meet the needs of all users. This could be achieved through amendments to specific policies or through strengthening Policy GM-E 1.
- Deprivation – whilst again, this is covered within the supporting text and broadly within Policy GM-E 1, particularly referencing social inclusivity, it is considered that the policy could be more explicit in terms of inclusive growth and making jobs available to existing local communities or to those suffering from deprivation.

Allocations policies – in addition to the thematic points raised above, consideration could be given to:

- Greater consistency, where appropriate, in inclusion of social infrastructure requirements; and
- Any further mitigation of air quality issues.

17.1 Monitoring

Monitoring of the GMSF will be completed post-adoption, in accordance with the SEA Directive and Regulation 17 of The Environmental Assessment of Plans and Programmes Regulations 2004.

It requires the person by whom the plan or programme was prepared to monitor with a view to identifying, at an early stage, unforeseen adverse effects, and being able to undertake appropriate remedial action.

This IA has set up a framework against which monitoring could be undertaken. It will enable any unexpected adverse effects due to implementation of the GMSF to be identified and potential mitigation options explored.

The monitoring arrangements can be set out in the Post-Adoption Statement.

Appendix A

2019 draft GMSF IA – Summary of Consultation Feedback

A1 Consultation Feedback

The IA team have reviewed the 2019 draft GMSF public consultation feedback which related to the IA. The following sets out the response to the consultation feedback below.

The following comments were made on matters relating to the IA. All these comments have been reviewed and considered by the IA team.

Summary of Comments	IA Action
The IA is being prepared in two parts; the main IA of the 2019 draft GMSF and the Spatial Options Paper prevent it from being a single environment report, not enabling iterative feedback or create a coherent path for readers to follow the evolution of the GMSF objectives and spatial options, contrary to the NPPF and SEA regulations. The IA does not identify likely significant effects on the environment of reasonable alternatives to implementing the plan and does not outline the reasons for selecting the reasonable alternatives as required SEA Regulations. • The revised 2019 draft GMSF objectives were not used in the Spatial Options Paper • A non-technical summary of the IA was not included, contrary to SEA regulations • The IA has not identified or provided reasons for the selection and rejection of reasonable alternatives for development, with the Spatial Options Paper contrary to SEA regulations by not identifying all reasonable alternatives with the options presented not meeting the minimum housing and employment figures • Propose amendments to thematic policies	The 2020 Growth and Spatial Options have been considered as part of the 2020 IA process, within the IA of 2020 draft GMSF Growth and Spatial Options Paper (Arup, 2020). The IA of Spatial Options and IA of 2020 draft GMSF will be presented together and completed by one appointed consultant for continuity. This report summarises the assessment of reasonable alternatives for these options. Additionally, the 2019 IA of Growth and Spatial Options (GMCA) was reviewed as part of this process to ensure a consistent approach in the 2020 assessment. The main IA report details relationships of each component of the wider IA. The 2019 and 2020 IAs provide mitigation suggestions for the thematic policies as well as the allocations policies. These are documented in Section 6 to 16 of the IA and further detailed in the Appendices. A Non-Technical Summary accompanies the 2020 GMSF IA.
There were concerns that the IA makes recommendations to the GMSF Objectives but that these Objectives were not included in the Spatial Options Paper which is a failure to meet a key function of the IA to support the iterative development of policies against the IA framework.	The Spatial Options Paper 2019 was prepared using the Objectives as they appear in the 2019 draft GMSF. Appendix E of the 2019 IA provides a table of changes which were made to the plan following the IA of the 2019 draft GMSF, this included reducing the objectives down from 12 in number to 9 in number. Therefore, the SOP does reflect changes as a result of the IA.

Summary of Comments	IA Action
	The GMSF Objectives have been reviewed and considered within the Strategic Objectives review as part of the IA process. It was considered that no changes needed to be made to the objectives. The GM Authorities and GMCA considered IA mitigation on the GMSF Objectives as recommended as part of the 2019 IA before issuing the 2020 draft Growth and Spatial Options Paper. An IA was then conducted on the 2020 growth and spatial options, demonstrating iterative development of the GMSF against the IA framework.
Queries were raised about the scoring of the compatibility between the IA objectives and the GMSF objectives, specifically IA Objective 2 and GMSF Objective 4 and IA Objective 1 with the GMSF employment objective.	The 2020 GMSF Objectives have been reviewed and considered within the Strategic Objectives review as part of the IA process. It was considered that no changes needed to be made to the objectives.
There were some proposed amendments to the GMSF Objectives 1- 4 to ensure the GMSF Vision is met.	Comments do not directly relate to the IA preparation, but the 2020 GMSF Objectives have been reviewed as part of the 2020 IA.
There was a suggestion that the IA should assess a higher housing figure in GM of between 13,200 and 15,000 homes per annum.	A higher housing and employment growth option has been assessed against the IA framework in the 2020 IA of Growth and Spatial Options Paper.
The figures for employment and office floorspace correspond to the figures quoted in the relevant GMSF policies however the SA is referring to a higher housing figure 218,549 units than stated in the 2019 GMSF Policy GM-H 1 which is 201,000 dwellings. It appears that an incorrect figure was used to the draft spatial options.	The correct figure of 201,000 dwellings was used in the 2019 spatial options assessment, but it was a typing error in the 2019 Spatial Options Report that incorrectly stated 218,549 units No action taken in the IA process. References to 2019 figures in the 2020 Growth and Spatial Options Report are correct.
Certain spatial options cannot be considered “reasonable alternatives” on the basis that they do not meet either the minimum housing or employment land requirements set out in the growth options with Options 1, 2, 3, 4 and 5 discussed .	It is not for the IA to set out the alternatives to be considered. The IA of Growth and Spatial Options (2020) includes narrative concerning the evolution of options. This states that the original five spatial options in 2019 did not individually meet objectively assessed needs and, therefore, the Hybrid Option was developed.
There were some suggested amendments to IA objectives 1, 2 and 4.	The IA objectives were reviewed in 2020 as part of the scoping stage and it was considered that no changes need to be made.

Summary of Comments	IA Action
Some concerns were raised around the development of GMSF policies and the process of including the mitigation measures within thematic policies.	The 2020 IA tables have a clear narrative around how the mitigation measures from 2019 have been addressed, with residual recommendations made for 2020. Additionally, Appendix E of the main IA report contains tables documenting if changes were made to the thematic and allocation policies as a result of the 2019 IA of the draft GMSF.
Comments were received on the following GMSF strategic policies: **Policy GM-Strat 1: Core Growth Area –** Propose inclusion of additional sites to deliver residential development which they feel would improve the IA score **Policy GM-Strat 2: City Centre** – Propose alternative scoring relating to the current policy providing too many apartments and that the policy should be tested for its ability to deliver the level of housing and should make provision for a greater variety including family housing and affordable housing **GM-Strat 4: Port Salford -**Propose alternative scoring for the policy, specifically IA objective 2, 3 and 9 **GM-Strat 6: Northern Areas –** Propose alternative scoring for IA objective 1 by including additional allocations for residential development **GM-Strat 8: Wigan-Bolton Growth Corridor -** Propose alternative scoring on IA objectives 1 and 2 and highlight that other key developments which are supporting the HIF bid are not allocated (Chequerbent & Hulton Park) **GM-Strat 12: Main Town Centres –** Propose the policy allocates the Quays as a main town centre which they feel would improve the IA score	No action taken in the IA process as comments relate to changing the site-specific allocation policies which is outside of the scope of the IA process.
The IA does not include a list of those sites which have not been included within the GMSF and the reasons for their rejection. There is also no record of the specific reasons why the allocations were selected. This is against the SEA regulations.	The IA does not decide the allocation of sites. The GMCA carried out the site selection process as part of preparing the GMSF and is presented in the Site Selection Topic Paper. The 2020 IA assessed allocation policies as presented in the draft 2020 GMSF.

Summary of Comments	IA Action
A methodology for undertaking a fresh IA should be published, demonstrating the interactions with the revision of the evidence base documents, for consultation and comment.	The Scoping Report and IA report outline the IA methodology and process undertaken which will be publicly available. Both the Scoping Report and IA report have been updated in 2020.
Higher housing and employment land growth options should be tested against the SA Framework.	A higher housing and employment growth option has been assessed against the IA framework in the 2020 IA of Growth and Spatial Options Paper.
Revised spatial distribution options should be tested against the IA Framework and an Interim SA should be published for consultation which presents the reasonable alternatives and preferred growth and spatial options.	The IA of Growth and Spatial Options Paper explains the evolution of the spatial options and includes an additional spatial option: 'Decentralisation/ suburbanisation' which has been assessed against the IA framework.
All reasonable alternatives for housing and employment allocations should be tested.	The IA does not decide the allocation of sites. GMCA was responsible for the site selection process as part of preparing the draft GMSF and is presented in the Site Selection Topic Paper. The 2020 IA assesses allocation policies as presented in the 2020 draft GMSF. As stated in the main IA report, for the individual policies, the main alternative considered is the "without policy" scenario which is generally not considered to be desirable. The IA process has additionally considered reasonable alternatives within the IA of the growth and spatial options.
The IA should be published for consultation in conjunction with a revised GMSF.	The IA report for the 2020 draft GMSF, the 2020 Updated Scoping Report and IA of Growth and Spatial Options Paper will all be publicly available for the 2020 GMSF Consultation.
There was disagreement with the assessment of the strategic objectives as the GMSF does not have a strategic objective for the historic environment and as result would create a very negative effect on IA objective 16.	The comments are not directly related to the IA preparation. The updated 2020 draft GMSF Objectives have been reviewed and considered within the Strategic Objectives review as part of the 2020 IA process.

Summary of Comments	IA Action
There was some disagreement with the IA on IA objective 16 for policies GM-Strat 1 to 14, GM-S 1 to 5, GM-P 1 to 4, GM-H 1 – 4, GM-G 1 to 6, GM-G 10, GM-C 3 and GM-C 5 to 7..	GM-Strat 1, GM-Strat 2, GM-Strat 3, GM-Strat 5, GM-Strat 6, GM-Strat 12 now make reference to heritage within the policy wording. It is considered that Policy GM-E 2 (Heritage) addresses heritage concerns relevant to: GM-Strat 4-11, GM-Strat 13 and 14, S1 – 5, GM-P1 – 4, GM-H1 – 4, GM-G1 – 6 and G10 and GM-C5 to 7.
Concerns were raised around the allocation assessments due to use of constraints mapping on heritage assets.	Further evidence base documents on the historic environment have been produced since the 2019 draft GMSF consultation, including a Historic Environment Topic Paper and Archaeological Screening Assessments of the GMSF allocation, together with individual allocation topic papers This has informed the revised 2020 draft GMSF policies. The 2020 IA was carried out based on the 2020 draft GMSF.
The IA cannot appropriately assess and score the impact of allocation GM25 and GM44 against IA objective 16.	Further evidence base documents on the historic environment have been produced since the 2019 draft GMSF consultation, including a Historic Environment Topic Paper and Archaeological Screening Assessments of the GMSF allocation, together with individual allocation topic papers This has informed the revised 2020 draft GMSF policies. The 2020 IA was carried out based on the 2020 draft GMSF.
The HRA section of the IA Report should reflect the HRA. The HRA does not have a site allocations assessment, meaning the approach is not iterative and therefore there is a query about how the HRA will inform the GMSF.	The HRA and IA have been undertaken as parallel processes. However, the draft HRA has been reviewed to ensure consistency. An assessment of the allocations that have been 'screened-in' has been undertaken by GMEU who have undertaken the HRA of the GMSF 2020.
Any changes in the HRA need to be captured in the IA and there were some queries on Table 7, highlighting point 10 that has not considered the impacts on biodiversity due to air quality.	The HRA and IA are separate assessments. The HRA has been reviewed as part of the IA process to ensure consistency.

Summary of Comments	IA Action
	The Air Quality Screening Assessment of TfGM's Transport Delivery Plan assesses the potential impact of the GMSF allocations and baseline land supply sites on European designated sites.
There was some agreement with the synergies identified with 'A Greener Greater Manchester' GMSF Chapter, however the suggested enhancements appear generic and not appropriate in some instances.	Comments are not directly related to the IA preparation. No action taken in the IA process as the IA methodology is considered appropriate. This comment will be considered by GMCA/GMEU when reviewing the GMSF.
The impacts on biodiversity indicators are not clear in the site assessment section.	The IA objectives are informed by the evidence reviewed in the Scoping Report. The Scoping Report was updated in 2020. The IA assesses the draft policies against the IA Objectives rather than other indicators.

Appendix B

Equality Impact Statement

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Attachment
2019 draft GMSF IA – Summary of Consultation Feedback

Appendix B

Equality Impact Statement

Appendix C

Thematic Policies - Assessment Tables

Appendix D

Allocation Policies - Assessment Tables

Appendix E

Summary of Changes to Policies

B1 Introduction

This statement describes the process and findings of the Equality Impact Assessment (EqIA) which is an integral element of the Integrated Assessment of the Draft Greater Manchester Spatial Framework (GMSF) (2020).

The EqIA for the GMSF is not a separate process and has been embedded within the IA. However, for transparency and clarity, this separate statement on the EqIA is provided as an appendix to the full IA.

B1.1 Background

As detailed in Section 2.3 of the Full IA, the Equality Act 2010 imposes a duty on public bodies that shape policy, deliver services and/or employ people. The duty requires public bodies to have due regard to the need to:

- eliminate unlawful discrimination, harassment and victimisation and other conduct that is prohibited by or under the Act;
- advance equality of opportunity between people who share a characteristic and those who do not share a characteristic; and
- foster good relations between people who share a characteristic and those who do not share a characteristic.

EqIA is designed to ensure that discrimination does not occur in the drawing up of plans and policies, and that such plans or policies meet the requirements of equality legislation in the UK, most notably the Equality Act 2010. It is being used as part of the IA to add value and depth to the assessment process.

It should be noted that the EqIA seeks to not only avoid / mitigate negative impacts on equality, but is also focused on enhancing, in this case the GMSF objectives and policies, in relation to equality matters. As such, the IA goes beyond the minimum requirements of assessing impacts in line with the Equality Act 2010, but also provides a holistic assessment of equality, diversity and health and wellbeing (an important factor in determining equality) and embeds this within the IA framework and throughout the assessment of the iterations of the draft GMSF.

Those IA objectives which directly or indirectly relate to equality are highlighted in grey overleaf:

Ref	Objective
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development
4	Reduce levels of deprivation and disparity
5	Promote equality of opportunity and the elimination of discrimination
6	Support improved health and wellbeing of the population and reduce health inequalities
7	Ensure access to and provision of appropriate social infrastructure[6]
8	Support improved educational attainment and skill levels for all
9	Promote sustainable modes of transport
10	Improve air quality
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change
13	Reduce the risk of flooding to people and property
14	Protect and improve the quality and availability of water resources
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy

As a result of the 2019 draft Consultation, no comments were received on the IA in direct response to the EqIA screening report.

This Statement provides an update on the 2019 draft GMSF EqIA Screening Report by considering the changes made in the 2020 draft GMSF, including overall recommendations for the 2020 draft GMSF that relate to equality.

[6] In this instance social infrastructure is being used as a term to refer to schools, local healthcare services, playgrounds, public sports facilities, community buildings and land.

B1.2 Purpose of the EqIA Statement

The purpose of this EqIA Statement is to outline how due regard has been given in the Full IA to the potential effects of the proposed policies and strategy on the protected characteristics or persons identified under the Equality Act, but also looking at equality issues more holistically (as explained above). This Statement is structured to demonstrate compliance with the requirements of the Equality Act 2010. It includes the following sections:

- Section B2: Summary of requirements of Equality Act 2010;
- Section B3: Description of EqIA screening methodology;
- Section B4: Results of EqIA screening assessment, and;
- Section 0: The Integrated Assessment summary and conclusions.

B2 Requirements of the Equality Act 2010

The Equality Act (2010) came into effect in October 2010 with the aim of harmonising all current discrimination law and strengthening the laws that prevent discrimination. It applies to the provision of services and public functions and includes the development of local authority policies and plans. The Act maintains the protection provided by previous legislation and therefore prevents discrimination on the basis of nine protected characteristics: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; and sexual orientation.

Inequality can exist in a number of forms and with regards to spatial planning, this can include inadequate provision of, and access to services (e.g. health, food stores, and education facilities), good quality housing, employment opportunities, a healthy living environment and transport infrastructure for all members of society.

The Equality Act 2010 does not outline how public authorities should assess the effects on equality of new policies and programmes, but doing so is an important part of complying with the general duty. The approach in this report reflects the principles of the Equality Framework for Local Government[7]. An EqIA seeks to improve the work of local authorities and ensures that the policies and plans it develops do not discriminate in the manner in which they provide services and employment. EqIA also aims to ensure that local authorities do all they can to advance equality of opportunity between the people who do, and the people who do not share a relevant protected characteristic.

[7] Equality and Human Rights Commission (2009). Equality Impact Assessment Guidance.

B3 Stages of EqIA that have been embedded in the IA methodology

B3.1 Key stages in EqIA

The methodology adopted for the EqIA of the draft GMSF involves two principal stages.

Stage 1 is the EqIA screening, the stages for screening are as follows:

- Identification of the purpose/aims of the strategy/plan;
- Identification of other plans/policies/strategies that relate to the strategy/plan in relation to equality;
- Summarise baseline information on equality issues; and
- Assess the impacts of the strategy/plan on protected characteristics or persons.

The steps within Stage 2 include:

- Gathering of any additional baseline information;
- Agreement of scope with wider stakeholders as necessary;
- Detailed assessment of strategy/plan; recommendations for mitigation; identification of monitoring measures for implementation; and
- Reporting of EqIA results, further consultation as necessary and finalise based on responses.

B3.2 Stage 1: EqIA Screening

The Screening stage has been split into four tasks as set out below. Please note that the EqIA screening stage was published and consulted upon as an Appendix to the 2019 GMSF IA.

Task 1: identification of the aims/objectives of the GMSF

The following questions were used as part of this task:

- What are the main aims, objectives purpose and outcomes of the GMSF and its policies?
- Who will implement the GMSF policies?
- Who will be affected by the GMSF policies?

Task 2: description of other plans, programmes and strategies related to or used to develop the GMSF

This identified relevant documents that relate to the development of the GMSF in relation to equality. This task was completed as part of the IA Scoping stage and revisited as part of the 2020 updated Scoping Report.

Task 3: review baseline data

This involves identifying relevant data on equality issues at the Greater Manchester level. This task is based on work completed as part of the IA Scoping stage and revisited as part of the 2020 updated Scoping Report.

Task 4: screening assessment

This task brings together information gained at Tasks 1-3 to support a screening conclusion, which is embedded within the IA Scoping and Assessment process. The assessment uses the IA scoring categories used across the IA (This assessment focuses on the identified protected characteristics identified in the Equality Act. The wider EqIA assessment has been embedded into the full IA.

Table 13) with the assessment informed by the following questions:

- Will the policy have a negative impact on the protected characteristic or person?
- How can the identified negative impact be avoided or mitigated?
- How can identified positive impacts be enhanced?
- Is monitoring of the issue during implementation required?

This assessment focuses on the identified protected characteristics identified in the Equality Act. The wider EqIA assessment has been embedded into the full IA.

Table 13: Assessment key

Assessment key	
++	Very positive effect
+	Positive effect
?	Uncertain
-	Negative effect
--	Very negative effect
O	Neutral / no effect

B4 Results of EqIA screening assessment

The screening assessment Task 1 to 3 below formed part of the scoping stage for the IA. This ensured that equality issues were embedded into the IA from the outset. For completeness, the tasks are summarised here.

B4.1 Task 1: identification of the aims/objectives of the GMSF

B4.1.1 What are the main aims, objectives purpose and outcomes of the GMSF and its policies?

The GMSF sets out the proposed strategy for the ten local authorities which make up Greater Manchester. Once the GMSF is adopted, it will form one of the key policy documents for all of the districts.

The 2020 draft GMSF sets out its objectives (section 4 of the IA Report) and policies that have been developed. The policies are thematic (as explained in section 6 to 14 of the IA report) and site allocations (as explained in section 16 of the IA report).

B4.1.2 Who will implement the GMSF policies?

The ten GM Authorities will implement the GMSF. Once the plan is adopted, the elected Mayor will take on responsibility for the preparation of the GMSF, as set out in the November 2014 devolution agreement. The GMSF will provide Greater Manchester with an overarching plan which the ten local authorities will use to make land available to address strategic challenges and priorities.

B4.1.3 Who will be affected by the GMSF policies?

The GMSF applies to the Greater Manchester area consisting of ten local authority areas. It will affect people living, working and visiting this area.

B4.2 Task 2: description of other plans, programmes and strategies related to the GMSF in relation to equality

A summary of plans, programmes and strategies that are most directly related to the GMSF in relation to equality issues are provided within the Scoping Report. They include:

- Sustainable Communities: Building for the Future 2006
- Confident Brighter Communities 2010
- Healthy Lives, Healthy People White Paper 2011
- Laying the Foundations: A Housing Strategy for England 2011

- Public Health White Paper 2011
- Greater Manchester Third Local Transport Plan 2011
- Greater Manchester Rail Policy 2012
- Health and Social Care Act 2012
- Greater Manchester Growth and Reform Plan 2014
- National Planning Policy Framework 2019
- Transport for the North Strategic Transport Plan 2019
- Greater Manchester Local Industrial Strategy 2019
- Greater Manchester Cultural Strategy 2019
- Planning for the Future White Paper 2020

B4.3 Task 3: review of baseline data

The IA Scoping Report, which has been updated as part of the 2020 GMSF IA, details the population and demographic baseline and trends for Greater Manchester. This should be referred to for data related to many of the Equality Act 2010 protected characteristics. Please note that it was not possible to readily obtain data at the Greater Manchester level for all protected characteristics. This is not considered to be a significant limitation to the EqIA assessment process given the city-region scale at which policies apply and that the assessment is based on the nature (positive, negative, neutral or uncertain) of the effect.

B4.4 Task 4: screening assessment

This section summarises the updated EqIA screening assessment, to include new and amended policies, which formed part of the Scoping Stage. The screening assessment focuses on the nine identified protected characteristics, with the wider EqIA assessment having taken place as a part of the IA. The tables associated with this assessment are contained within Appendix A of this report.

B5 The Integrated Assessment - Summary and conclusions relating to equality

There have been improvements to draft GMSF policies at each stage of the evolution of the GMSF which seek to enhance equality across Greater Manchester. Whilst the 2020 updated position is outlined in detail as an integral part of the 2020 GMSF IA.

The following summarises a number of the key changes (however, this is not an exhaustive list):

- Thematic policies
- Allocation policies
- Residual recommendations which the GM Authorities will consider as a result of the 2020 IA process

B5.1 Thematic policies

The 2020 draft GMSF thematic policies cover a wide range of topics. A number have received positive scores against the IA objectives. Those which particularly relate to issues of equality are listed below.

The policy on air quality (GM-S 6) states that there will be controlled traffic and parking within and around schools and early years sites. In addition, policy GM-N 7 states that there should be provision made for adequate parking provision for disabled people. This will be important for within developments and facilities, but also to ensure that those who rely on vehicles (e.g. for those with a disability) are not unduly impacted by local restrictions on parking).

Policy GM-E 1 for sustainable places states that Greater Manchester should be socially inclusive responding to the needs of all parts of society, enabling everyone to participate equally and independently.

Policy GM-H 3 on the Type, Size and Design of New Housing states that, where appropriate, provision needs to be made for incorporating specialist housing for older households and vulnerable people.

The education policy, GM-E 5, highlights that new and improved accessible facilities will be provided for all ages from early years to adult training. Policy GM-E 7, Sport and Recreation, states that accessible facilities will be protected and enhanced to support greater levels of activity for all ages.

Policy GM-N 4 focuses on streets for all and states that streets will be designed and managed ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility.

A number of the thematic policies have been strengthened in response to the 2019 IA. Those particularly relating to equality are summarised below:

- Policies strengthened to include reference to opportunities for local communities (e.g. Policy GM-Strat 1, GM-Strat 6);
- Policies strengthened to include inclusive growth (e.g. Policy GM-Strat 6, GM-P 1);
- Policies amended to make reference to the provision of, or access to, relevant facilities (education, health, etc.) to benefit both existing and new communities (e.g. Policy GM-E 5, GM-E 6);
- Policies amended to ensure that necessary infrastructure supports development (e.g. Policy GM-Strat 6, GM-H 1, GM-D 2);
- New Policy GM-E 3 introduced for 2020 GMSF which makes provision for cultural facilities.

For full assessment please refer to

B5.2 Allocations

The allocations are for the most part strategic in nature. However, a number seek to improve connectivity and accessibility of sites to employment and community services, the provision of outdoor play facilities and include air quality mitigation (e.g. Northern Gateway, Crimble Mill, Roch Valley, Southwick Park and Trows Farm).

In addition, allocation policies are implemented in tandem with thematic policies explored in Section B5.1. This is to provide infrastructure, housing and employment for local communities, workers and visitors to GM.

As a result, neutral scores against all of the protected characteristics are shown, although a number of the allocations do state that they will provide housing for elderly people. Local plans will provide further detail on sites within each district.

B5.3 Residual recommendations from the 2020 IA

The residual recommendations from the 2020 IA which were identified to further strengthen policy and are relevant to the EqIA are detailed in the following sections.

B5.3.1 Accessible design standards

The IA included recommendations to further strengthen thematic and allocation policies through additional references made to accessible design standards. This will enable the existing references to access for all to be further strengthened.

B5.3.2 Climate change and air quality

The 2020 IA included recommendations to further strengthen thematic and allocation policies through additional references to tackling climate

change, given the districts have all declared a Climate Emergency since the 2019 IA. This will also assist in improving air quality.

This will benefit those living, working and visiting Greater Manchester, but in particular could benefit younger and older populations who would benefit from cleaner air in addition to the long-term benefits of tackling climate change.

B5.3.3 Tackling deprivation

The IA included recommendations to further strengthen thematic and allocation policies through direct references to tackling deprivation.

B5.4 Conclusions

The 2020 draft GMSF sets out the proposed approach that Greater Manchester will take towards how it is planned and developments across the entire area. The development of the draft GMSF has been influenced by a number of other plans, programmes and assessments that relate to the protected characteristics or persons under the Equality Act 2010.

EqIA considerations have been included within the IA objectives as part of the Integrated Assessment of the GMSF.

The section above summarises the recommendations put forward for the 2020 draft GMSF policies, and these will be considered by the GM Authorities as the Framework progresses.

Attachment A
Assessment Table

EqIA screening of Thematic Policies

Policy Ref	Thematic Policy	Protected Characteristic								
		Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Our Strategy										
GM-Strat 1	Core Growth Area	0	0	0	0	0	0	0	0	0
GM-Strat 2	City Centre	0	0	0	0	0	0	0	0	0
GM-Strat 3	The Quays	0	0	0	0	0	0	0	0	0
GM-Strat 4	Port Salford	0	0	0	0	0	0	0	0	0
GM-Strat 5	Inner Areas	0	0	0	0	0	0	0	0	0
GM-Strat 6	Northern Areas	0	0	0	0	0	0	0	0	0
GM-Strat 7	North-East Growth Corridor	0	0	0	0	0	0	0	0	0
GM-Strat 8	Wigan-Bolton Growth Corridor	0	0	0	0	0	0	0	0	0
GM-Strat 9	Southern Areas	0	0	0	0	0	0	0	0	0
GM-Strat 10	Manchester Airport	0	0	0	0	0	0	0	0	0
GM-Strat 11	New Carrington	0	0	0	0	0	0	0	0	0
GM-Strat 12	Main Town Centres	0	0	0	0	0	0	0	0	0
GM-Strat 13	Strategic Green Infrastructure	0	0	0	0	0	0	0	0	0
GM-Strat 14	A Sustainable and Integrated Transport Network	0	0	0	0	0	0	0	0	0
A Sustainable and Resilient Greater Manchester										
GM-S 1	Sustainable Development	0	0	0	0	0	0	0	0	0
GM-S 2	Carbon and Energy	0	0	0	0	0	0	0	0	0
GM-S 3	Heat and Energy Networks	0	0	0	0	0	0	0	0	0
GM-S 4	Resilience	0	0	0	0	0	0	0	0	0
GM-S 5	Flood risk and the Water Environment	0	0	0	0	0	0	0	0	0
GM-S 6	Clean Air	+	0	0	0	0	0	0	0	0
GM-S 7	Resource Efficiency	0	0	0	0	0	0	0	0	0

A Prosperous Greater Manchester										
GM-P 1	Supporting long-term economic growth	0	0	0	0	0	0	0	0	0
GM-P 2	Employment sites and premises	0	0	0	0	0	0	0	0	0
GM-P 3	Office development	0	0	0	0	0	0	0	0	0
GM-P 4	Industrial and Warehousing Development	0	0	0	0	0	0	0	0	0
Homes for Greater Manchester										
GM-H 1	Scale, Distribution and Phasing of new housing development	0	0	0	0	0	0	0	0	0
GM-H 2	Affordability of new housing	0	0	0	0	0	0	0	0	0
GM-H 3	Type, Size and Design of new housing	+	+	0	0	0	0	0	0	0
GM-H 4	Density of new housing	0	0	0	0	0	0	0	0	0
A Greater Manchester for Everyone										
GM-E 1	Sustainable places	+	+	+	+	+	+	+	+	+
GM-E 2	Heritage	0	0	0	0	0	0	0	0	0
GM-E 3	Cultural facilities	0	0	0	0	0	0	0	0	0
GM-E 4	New retail and leisure uses in town centres	0	0	0	0	0	0	0	0	0
GM-E 5	Education, skills and knowledge	+	0	0	0	0	0	0	0	0
GM-E 6	Health	0	0	0	0	0	0	0	0	0
GM-E 7	Sport and Recreation	+	0	0	0	0	0	0	0	0
A Greener Greater Manchester										
GM-G 1	Valuing important landscapes	0	0	0	0	0	0	0	0	0
GM-G 2	Green Infrastructure Network	0	0	0	0	0	0	0	0	0
GM-G 3	River Valleys and Waterways	0	0	0	0	0	0	0	0	0
GM-G 4	Lowland Wetlands and Mosslands	0	0	0	0	0	0	0	0	0
GM-G 5	Uplands	0	0	0	0	0	0	0	0	0
GM-G 6	Urban Green Space	0	0	0	0	0	0	0	0	0
GM-G 7	Trees and Woodland	0	0	0	0	0	0	0	0	0
GM-G 8	Standards for a Greener Greater Manchester	0	0	0	0	0	0	0	0	0

GM-G 9	A Net Enhancement of Biodiversity and Geodiversity	0	0	0	0	0	0	0	0	0
GM-G 10	The Greater Manchester Green Belt	0	0	0	0	0	0	0	0	0
GM-G 11	Safeguarded Land	0	0	0	0	0	0	0	0	0
Our Network										
GM-N 1	Our Integrated Network	0	0	0	0	0	0	0	0	0
GM-N 2	Digital connectivity	0	0	0	0	0	0	0	0	0
GM-N 3	Our Public Transport	0	0	0	0	0	0	0	0	0
GM-N 4	Streets for all	+	++	+	+	+	+	+	+	+
GM-N 5	Walking and cycling	0	0	0	0	0	0	0	0	0
GM-N 6	Freight and logistics	0	0	0	0	0	0	0	0	0
GM-N 7	Transport requirements of new development	0	++	0	0	0	0	0	0	0
Delivering the Plan										
GM-D 1	Infrastructure Implementation	0	0	0	0	0	0	0	0	0
GM-D 2	Developer Contributions	0	0	0	0	0	0	0	0	0

EqIA of Allocations

Allocations	Protected Characteristic								
	Age	Disability	Gender Reassignment	Marriage and Civil Partnership	Pregnancy and Maternity	Race	Religion or Belief	Sex	Sexual Orientation
Bolton	0	0	0	0	0	0	0	0	0
Bury	0	0	0	0	0	0	0	0	0
Manchester	0	0	0	0	0	0	0	0	0
Oldham	0	0	0	0	0	0	0	0	0
Rochdale	0	0	0	0	0	0	0	0	0
Salford	0	0	0	0	0	0	0	0	0
Stockport	0	0	0	0	0	0	0	0	0
Tameside	0	0	0	0	0	0	0	0	0
Trafford	0	0	0	0	0	0	0	0	0
Wigan	0	0	0	0	0	0	0	0	0

Appendix C

Thematic Policies - Assessment Tables

C1 Comparison of current and previous policy references

As set out in section 1, the IA has been undertaken on an initial draft of the thematic policies, as the IA mitigation and enhancement have been incorporated into the policies in the 2019 GMSF consultation. Therefore, the policy references in the IA relate to earlier versions of the policies and the relationship to the new policy references is provided below.

2019 IA Ref	GMSF 2019 ref	GMSF 2020 Ref	GMSF 2020 Policy Title
			Our Vision
		Objective 1	Meet Our Housing Need
		Objective 2	Create Neighbourhood of Choice
		Objective 3	Ensure a Thriving and Productive Economy in all Parts of Greater Manchester
		Objective 4	Maximise the Potential Arising from our National and International Assets
		Objective 5	Reduce Inequalities and Improve Prosperity
		Objective 6	Promote the Sustainable movement of people, goods and information
		Objective 7	Ensure that Greater Manchester is a more resilient and carbon neutral city-region
		Objective 8	Improve the quality of our natural environment and access to green spaces
		Objective 9	Ensure access to physical and social infrastructure
		New Objective 10	Health
Spatial Strategy			
	GM-Strat-1	GM-Strat-1	Core Growth Area
	GM-Strat-2	GM-Strat-2	City Centre
	GM-Strat-3	GM-Strat-3	The Quays
	GM-Strat-4	GM-Strat-4	Port Salford
	GM-Strat-5	GM-Strat-5	Inner Areas
	GM-Strat-6	GM-Strat-6	Northern Areas
	GM-Strat-7	GM-Strat-7	North-East Growth Corridor
	GM-Strat-8	GM-Strat-8	Wigan-Bolton Growth Corridor
	GM-Strat-9	GM-Strat-9	Southern Areas
	GM-Strat-10	GM-Strat-10	Manchester Airport

	GM-Strat-11	GM-Strat-11	New Carrington
	GM-Strat-12	GM-Strat-12	Main Town Centres
	GM-Strat-13	GM-Strat-13	Strategic Green Infrastructure
	GM-Strat-14	GM-Strat-14	A Sustainable and Integrated Transport Network
A Sustainable and Resilient Greater Manchester			
GMSUS1	GM-S-1	GM-S-1	Sustainable Development
GMSUS2	GM-S-2	GM-S-2	Carbon and Energy
SRGM3	GM-S-3	GM-S-3	Heat and Energy Networks
GMSUS3	GM-S-4	GM-S-4	Resilience
GMSUS4	GM-S-5	GM-S-5	Flood Risk and the Water Environment
GMSUS5	GM-S-6	GM-S-6	Clean Air
SRGM10	GM-S-7	GM-S-7	Resource Efficiency
A Prosperous Greater Manchester			
ECON1	GM-P-1	GM-P-1	Supporting Long-Term Economic Growth
ECON2	GM-P-2	GM-P-2	Employment Sites and Premises
ECON3	GM-P-3	GM-P-3	Office Development
ECON4	GM-P-4	GM-P-4	Industry and Warehousing Development
Homes for Greater Manchester			
SOC2	GM-H-1	GM-P-3	Scale of New Housing Development
SOC4	GM-H-2	GM-H-2	Affordability of New Housing
SOC5			
SOC6	GM-H-3	GM-H-3	Type, Size and Design of New Housing
SOC 7	GM-H-4	GM-H-4	Density of New Housing
A Greener Greater Manchester			
GGM8	GM-G-1	GM-G-1	Valuing Important Landscapes
GGM2	GM-G 10	GM-G-2	Green Infrastructure Network
GGM3	GM-G-3	GM-G-3	River Valleys and Waterways
GGM4	GM-G-4	GM-G-4	Lowland Wetlands and Mosslands
GGM6	GM-G-5	GM-G-5	Uplands
N/A	GM-G-6	GM-G-6	Urban Green Space
GGM5	GM-G-7	GM-G-7	Trees and Woodland
GGM2	GM-G-8	N/A	Green Infrastructure Opportunity Areas
GGM7	GM-G-9	GM-G-8	Standards for a Greener Greater Manchester

GGM1	GM-G-10	GM-G-9	A Net Enhancement of Biodiversity
GGM9	GM-G-11	GM-G-10	The Greater Manchester Green Belt
N/A	N/A	GM-G-11	Safeguarding Land
A Greater Manchester For Everyone			
SOC1	GM-E-1	GM-E-1	Sustainable Places
	GM-E-2	GM-E-2	Heritage
N/A	N/A	GM-E-3	Culture
SOC8	GM-E-3	GM-E-4	New Retail and Leisure Uses in Town Centres
SOC9 1	GM-E-4	GM-E-5	Education, Skills and Knowledge
SOC9	GM-E-5	GM-E-6	Health
SOC12	GM-E-6	GM-E-7	Sport and Recreation
A Connected Greater Manchester			
GMCON1	GM-C-1	GM-N-1	Our Integrated Network
GMCON2	GM-C-2	GM-N-2	Digital Connectivity
GMCON4	GM-C-4	GM-N-3	Our Public Transport
GMCON 6 and GMCON 8	GM-C-6 and GM-C-8	GM-N-4	Streets For All
GMCON3	GM-C-3	GM-N-5	Walking and Cycling
GMCON7	GM-C-7	GM-N-6	Freight and Logistics
GMCON5	GM-C-5	GM-N-7	Transport Requirements for new development
Delivering the Plan			
	GM-D-1	GM-D-1	Infrastructure Implementation
	GM-D-2	GM-D-2	Developer Contributions

Spatial Strategy

GM-Strat 1 Core Growth Area													2020							
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any <u>specific sensitive receptors</u> where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	+	+	D	P	GM	Receptors: housing market, GM population, GM economy Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy focuses on economic growth, the creation of jobs and increase in the number of houses in the Core Growth Area. This encourages the delivery of housing, in a location which also provides jobs making these well connected.	Could have cumulative socio-economic and environmental effects with other local development schemes	Include further reference to provision of housing, the types and tenures, connections with existing employment areas, centres and green spaces and the energy efficiency of housing stock.	Partially	Policy text now includes reference to a range of housing types but only briefly includes reference to the number of homes. It also emphasises connectivity to employment and green spaces, and states that development will be sustainable. However, growth and spatial options of the GMSF cover housing provision along with policy in the Homes for GM chapter.	+	+	+	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area and briefly mentions an increase in number of homes. Scoring has not changed as this reference to amount of homes was included in the previous draft of this policy.	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	D	P	Local / GM				Include further reference to provision of housing, the types and tenures, connections with existing employment areas, centres and green spaces and the energy efficiency of housing stock.	Y	Policy text now includes reference to a range of housing types. It also emphasises connectivity to employment and green spaces, and states that development will be sustainable.	o	+	+	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. As the policy now includes reference to a range of homes, this has made a slight positive impact on scoring.	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	GM				Include further reference to provision of housing, the types and tenures, connections with existing employment areas, centres and green spaces and the energy efficiency of housing stock.	Y	Policy text now includes reference to a range of housing types. It also emphasises connectivity to employment and green spaces, and states that development will be sustainable.	+	+	++	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The assessment shows the policy having a slightly increased positive effect due to the mitigation concerning connectivity.	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				Include further reference to provision of housing, the types and tenures, connections with existing employment areas, centres and green spaces and the energy efficiency of housing stock.	Partially	Policy text now includes reference to a range of housing types. It also emphasises connectivity to employment and green spaces, and states that development will be sustainable. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	o	o	o	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. Scoring has not been amended due to energy efficiency not being included in policy text.	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	+	+	D	P	GM	Receptors: GM economy Affected groups: widespread effects	The policy makes reference to the creation of new jobs in the Core Growth Area. As such, to create jobs they will be delivering more employment opportunities. In addition, the Core Growth Area will provide housing and take into account transport improvements in line with the Transport Strategy 2040, which will ensure the jobs are well connected.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	I	P	GM				Link the growth of jobs with the growth of training and education provision	Y	Policy text now includes reference to connections with training and education facilities.	o	+	+	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. As the policy now includes reference to a connections with education and training, this has made a slight positive impact on scoring.	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy makes reference to infrastructure provision to support the growth of the Core Growth Area, including having regard to the Transport Strategy 2040.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	+	+	+	D	P	W				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	P	GM/W				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	+	+	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	The policy makes reference to the provision of jobs across the area, which will indirectly feed into the local economy and likely reduce deprivation	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programs)	Ensure that jobs are available to existing local communities or those suffering from deprivation and inclusive growth is supported	Partially	Policy text has been updated to include reference to providing opportunities for local communities. Policy text has not been amended to mention inclusion; however, this is covered by Policy GM-E 1.	+	+	++	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. As the policy now includes reference to providing opportunities to create jobs, this mitigation has had a slight positive effect on scoring.	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	+	+	I	P	Local / GM				Ensure that jobs are available to existing local communities or those suffering from deprivation and inclusive growth is supported	Partially	Policy text has been updated to include reference to providing opportunities for local communities. Policy text has not been amended to mention inclusion; however, this is covered by Policy GM-E 1.	+	+	++	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. As the policy now includes reference to providing opportunities to create jobs, this mitigation has had a slight positive effect on scoring.	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: all	Neutral/ no effect against this objective and assessment criteria anticipated.	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: infrastructure Affected groups: all	Neutral/ no effect against this objective and assessment criteria anticipated.	Improved health and reduced health inequalities may occur through planning policy and other national initiatives	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	+	+	D	P	GM/L	Receptors: GM population Affected groups: all	The policy makes reference to the provision of infrastructure to support growth and capacity of the Core Growth Area. It is not clear if this refers to physical or social infrastructure.	Increased growth without provision would lead to cumulative issues	Make specific reference to social infrastructure	Y	Policy text has been updated to include reference to necessary social infrastructure supporting new homes.	+	+	++	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy now makes provision for social infrastructure and therefore a more positive effect has been shown through the updated scoring.	None identified
		Ensure sufficient access to educational facilities for all children?	+	+	+	D	P	GM/L				Make specific reference to social infrastructure	Y	Policy text has been updated to include reference to necessary social infrastructure supporting new homes.	+	+	++	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy now makes provision for social infrastructure and therefore a more positive effect has been shown through the updated scoring.	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	+	+	D	P	GM/L				Make specific reference to social infrastructure	Y	Policy text has been updated to include reference to necessary social infrastructure supporting new homes.	+	+	++	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy now makes provision for social infrastructure and therefore a more positive effect has been shown through the updated scoring.	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	D	P	GM/L	Receptors: GM population and the GM economy Affected groups: various /all	Neutral/ no effect against this objective and assessment criteria anticipated.	Capacity issues if new facilities are no developed in line with development	Ensure that educational facilities are linked to the growth industries identified to ensure a skilled workforce for the future	N	No amendments have been made to the policy text to address mitigation comments in relation to referencing education opportunities. However, this topic is covered in corresponding thematic policy GM-E 5 which covers skills, education and knowledge.	o	o	o	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of no changes being made.	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	D	P	GM/L				Ensure that educational facilities are linked to the growth industries identified to ensure a skilled workforce for the future	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education opportunities. However, this topic is covered in corresponding thematic policy GM-E 5 which covers skills, education and knowledge.	o	o	o	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of no changes being made in response to the suggested mitigation.	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	D	P	L/GM	Receptors: GM population, transport network Affected groups: Various	The policy makes reference to the provision of infrastructure to support the growth and continued capacity of the Core Growth Area, making specific reference to the Transport Strategy 2040	Increased growth without provision would lead to cumulative issues	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+	+	+	D	P	L/GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	+	+	+	D	P	L/GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	-/?	-/?	-/?	I	P	GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy makes no direct reference to air quality. Increased economic development is likely to result in potentially negative impacts to air quality	Increased growth without provision would lead to cumulative issues	Ensure that economic growth takes into consideration air quality though preparing appropriate assessments and utilisation of AQMQ where necessary	Partially	No amendments have been made to the policy text to address mitigation comments in relation to air quality. However, this topic is covered in corresponding thematic policy GM-S 6 which covers a range of measures to support improvements in air quality.	-/?	-/?	-/?	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of no changes being made in response to the suggested mitigation.	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated.	Impact on the biodiversity assets may occur in combination with other developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	I	P	L/GM/W	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/ no effect against this objective and assessment criteria anticipated.	Increase heat island and flood risk in combination with other development	Ensure that growth and development is sensitive to climate change, utilising mitigation where necessary . Ensure climate change is considered through design and construction phases	Partially	Policy text has been updated to include reference to sustainable development and appropriate design. No mention to climate change has been added. Although Policy GM-S 1 covers sustainable development, this policy also does not explicitly reference climate change.	o	o	o	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of changes not including explicit reference to climate change.	To be addressed by this policy or the Sustainability and Resilience Chapter.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effect against this objective and assessment criteria anticipated.	Cumulative effects of development which may affect flood risk and increase the likelihood of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	D	P	L/GM/W	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated.	The quality and availability of water resources may be affected cumulatively with cumulative development	Ensure compliance with the WFD and protect water utilised in development from contamination	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of changes not including explicit reference to protection of water.	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	D	P	L/GM/W				Ensure compliance with the WFD and protect water utilised in development from contamination	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of changes not including explicit reference to protection of water.	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	D	P	L/GM/W				Ensure compliance with the WFD and protect water utilised in development from contamination	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of changes not including explicit reference to protection of water.	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	D	P	GM	Receptors: None identified Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated.	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	Encourage energy efficiency through design and development phases	Partially	Policy text has been updated to include reference to appropriate design. No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	o	o	o	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of changes not including explicit reference to energy efficiency.	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	D	P	GM				Encourage energy efficiency through design and development phases	Partially	Policy text has been updated to include reference to appropriate design. No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	o	o	o	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of changes not including explicit reference to energy efficiency.	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	D	P	GM				Encourage energy efficiency through design and development phases	Partially	Policy text has been updated to include reference to appropriate design. No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	o	o	o	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of changes not including explicit reference to energy efficiency.	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	?/+	?/+	?/+	D	P	L/GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: all	The policy does not make reference to impact on the existing landscape, townscape or heritage. Significant projects and development have the potential to affect landscape, historic environment and local character. Projects of all scales should be developed sensitively and through less harmful routes where impacts will be minimised. With investment in the economy, there will be opportunities to improve areas (e.g. town centres, local centres, footpaths etc.)	Assets maybe eroded as development comes forwards	Make reference to the importance of improving landscape in design and development	Partially	Policy text has been updated to include reference to appropriate design. No mention of landscape has been added. Although landscape is not explicitly referenced, Policy GM-E 1 covers sustainable places and states places should have a clear identity which respond to landscape features.	?/+	?/+	?/+	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of changes not including explicit reference to landscape.	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	-/?	-/?	-/?	D	P	L/GM				Make reference to the importance of protecting and enhancing the historic environment	Partially	Policy text has not been amended to include heritage. However, Policy GM-E 2 covers heritage. GM-Strat 2 also includes protection for heritage assets in the City Centre.	-/?	-/?	-/?	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of changes not being made in regard to heritage.	None identified
		Respect, maintain and strengthen local character and distinctiveness?	-/?	-/?	-/?	D	P	L/GM				Reference the importance of maintain local character	Partially	Policy text has been updated to include reference to appropriate design. No mention of local character has been added. However, Policy GM-E 1 covers sustainable places and states places should have a clear identity which respects the character of the locality.	-/?	-/?	-/?	Policy GM-Strat 1 focuses on the economic role of the Core Growth Area. The policy scoring has not been updated as a result of changes not being made in regard to local character.	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM Strat 2 - City Centre													2020							
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any <u>specific sensitive receptors</u> where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	+	+	D	P	Local	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy makes reference to expanding the residential role of the City Centre and therefore makes a positive impact for housing provision, however it does not reference the types and range of dwellings that will be provided. The policy seeks to ensure further commercial accommodation, walking, cycling and green infrastructure and therefore will ensure the housing provided is well connected.	Could have cumulative effects with other local development schemes within the City Centre.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	?	?	?	D	P	Local				The policy could make a reference to the type of housing that will be provided in the City Centre.	Y	Policy text now includes reference to a range of high-density homes.	o	+	+	Policy GM-Strat 2 focuses on the economic significance of the City Centre. As the policy now references a range of high-density homes, this has changed scoring from uncertain to positive in the medium- and long-term.	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	Local				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	+	+	D	P	Local / GM / Wider	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy makes reference to the City Centre becoming the most significant economic location outside of London and will be the focus for business in GM. The policy seeks to ensure further employment areas, walking, cycling and green infrastructure and therefore will ensure employment land is sustainable and well connected.	Could have cumulative effects with other local development schemes within the City Centre.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				Policy could reference education and training to provide a workforce to fulfil the ambitions of the policy.	Y	Policy text includes reference to enabling people to access both education and training in order to support economic growth.	+	+	+	Policy GM-Strat 2 focuses on the economic significance of the City Centre. As the policy now includes reference to education and training, scoring has improved from neutral to a positive impact as a result of mitigation applied.	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy is assessed as having some uncertain impacts as there is no reference to transport within the policy. However, due to the existing transport facilities present in the City Centre, it is assumed that this will be able to support the scale of development and further residential and employment in the City Centre, will decrease the need for travel. This is covered within the Connected GM chapter.	Could have cumulative effects with other local development schemes within the City Centre.	Reference that providing residential and employment in the City Centre will enable a reduction in travel as people are closer to their home and work	Y	Policy has been amended to state that development in the City Centre will reduce the need to travel to work and will be supported by necessary infrastructure, enabling people to take advantage of the public transport offer.	+	+	++	Policy GM-Strat 2 focuses on the economic significance of the City Centre. The added focus on the extensive public transport offer has increased the positive effect of this policy in the long-term.	None identified
		Improve transport connectivity?	+ / ?	+ / ?	+ / ?	D	P	GM				As above	Y	Policy has been amended to state that development in the City Centre will reduce the need to travel to work and will be supported by necessary infrastructure, enabling people to take advantage of the public transport offer.	+	+	+	Policy GM-Strat 2 focuses on the economic significance of the City Centre. The added focus on the extensive public transport offer and necessary infrastructure has resulted in this assessment improving from uncertain or positive, to solely positive.	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	?	?	D	P	GM				As above	Partially	Policy has been amended to state that development in the City Centre will reduce the need to travel to work and will be supported by necessary infrastructure, enabling people to take advantage of the public transport offer. Although no specific reference has been included to utilities or digital infrastructure, this is covered by Policy GM-S 3 and GM-N2 respectively.	? / +	? / +	? / +	Policy GM-Strat 2 focuses on the economic significance of the City Centre. The added focus on the extensive public transport offer and necessary infrastructure has resulted in this assessment improving from solely uncertain to uncertain / positive.	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+ / ?	+ / ?	+ / ?	I	P	Local	Receptors: GM population Affected groups: those identified as living in deprivation	The policy makes reference to becoming the most significant economic location, and the economic growth may help to reduce deprivation and disparity.	Link to other initiatives or investments (e.g. apprenticeships)	Make explicit reference to supporting economic growth and reducing levels of poverty	Y	Policy text has been updated to reference accessibility and opportunities in the City Centre supporting economic growth and reducing levels of poverty.	+	+	+	Policy GM-Strat 2 focuses on the economic significance of the City Centre. As the policy now includes reference to accessibility supporting economic growth and poverty reduction, the policy now has a solely positive effect on this criteria.	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+ / ?	+ / ?	+ / ?	I	P	Local				Make explicit reference to supporting economic growth and reducing levels of poverty	Y	Policy text has been updated to reference accessibility and opportunities in the City Centre supporting economic growth and reducing levels of poverty.	+	+	+	Policy GM-Strat 2 focuses on the economic significance of the City Centre. As the policy now includes reference to accessibility supporting economic growth and poverty reduction, the policy now has a solely positive effect on this criteria.	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated.	Potential link to other initiatives which seek to integrate communities	Reference could be made to ensuring the public realm allows people space to interact.	Partially	Reference to public realm already exists in the policy in terms of physical environment, but the social importance of this space for interaction is not emphasised nor has policy been amended to reflect this. However, Policy GM-E 1 states that sustainable places should be legible and should include places to rest for people of all mobility levels.	o	o	o	Policy GM-Strat 2 focuses on the economic significance of the City Centre. Scoring has not been updated as the social value of public realm has not been included in policy.	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				Reference could be made to ensuring equal access to facilities and infrastructure for all.	Y	Policy has been amended to state that development in the City Centre will be supported by necessary infrastructure, enabling people to take advantage of accessibility provided by the City Centre location.	+	+	+	Policy GM-Strat 2 focuses on the economic significance of the City Centre. As the policy now includes reference to accessibility and necessary infrastructure, scoring has improved from neutral to a positive impact as a result of mitigation applied.	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified. The policy only relates to one specific area.			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	The policy states that improvements will be made to the public realm, walking and cycling facilities and green infrastructure.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	+	+	+	D	P	Local				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-	-	-	D	P	L	Receptors: GM population Affected groups: all groups will be affected by this	The policy does not refer to any of these types of infrastructure specifically and therefore the effects are negative as further residential development is proposed without the provision of social infrastructure.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Reference could be make to the provision of healthcare facilities	Partially	Policy has been amended to state that development in the City Centre will be supported by necessary infrastructure, enabling people to take advantage of accessibility provided by the City Centre location. Although reference is not specifically made to healthcare, Policy GM-E 6 covers this.	o	o	o	Policy GM-Strat 2 focuses on the economic significance of the City Centre. The policy now makes provision for necessary infrastructure and therefore has improved from a negative to neutral impact.	None identified
		Ensure sufficient access to educational facilities for all children?	-	-	-	D	P	L				Reference could be make to the provision of education facilities, as further residential dwellings are provided	Partially	Policy has been amended to state that development in the City Centre will be supported by necessary infrastructure, enabling people to take advantage of accessibility to education provided by the City Centre location. Although reference is not specifically made to education facilities, Policy GM-E 5 covers this.	o	o	o	Policy GM-Strat 2 focuses on the economic significance of the City Centre. The policy now makes provision for necessary infrastructure and therefore has improved from a negative to neutral impact.	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	-	-	-	D	P	L				Reference could be make to the provision of community and social infrastructure	Partially	Policy has been amended to state that development in the City Centre will be supported by necessary infrastructure, enabling people to take advantage of accessibility provided by the City Centre location. Although reference is not specifically made to social infrastructure, Policy GM-E 3 and 7 cover this topic.	o	o	o	Policy GM-Strat 2 focuses on the economic significance of the City Centre. The policy now makes provision for necessary infrastructure and therefore has improved from a negative to neutral impact.	None identified
	Support improved educational	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM		Improved skill levels of	None identified			+	+	+	Policy has been amended to specifically reference education and training. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None identified

8	educational attainment and skill levels for all	Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a	economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated.	improved skill levels of the workforce	None identified			+	+	+	Policy has been amended to specifically reference education and training. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy seeks to provide further facilities, employment and residential opportunities in the City Centre, which will reduce the need to travel. No reference is made to public transport provision however improvements to walking and cycling facilities are included within the policy.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified			+	+	+	Policy has been amended to specifically reference reducing the need to travel. However, scoring has not changed from 2019 due to already being positive	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	?	?	?	D	P	Local / GM				Make reference to the public transport offer within the City Centre	Y	Policy has been amended to state that development in the City Centre will reduce the need to travel to work and will be supported by necessary infrastructure, enabling people to take advantage of the extensive public transport offer.	+	+	+	Policy GM-Strat 2 focuses on the economic significance of the City Centre. Impact from on this assessment criteria has improved from uncertain to positive as a result of mitigation applied.	None identified
		Support the use of sustainable and active modes of transport?	+	+	+	D	P	Local / GM				None identified			+	+	+	Policy has been amended to specifically reference improvements in the GM public transport offer. However, scoring has not changed from 2019 due to already being positive	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	o	o	n/a	n/a	n/a	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Neutral/no effect against this objective and assessment criteria anticipated	Increased trips by private motor vehicle will worsen the air quality over time	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+	+	+	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy makes explicit reference to providing green infrastructure. There is no reference to enhancing wildlife sites however the policy states that the improvements to green infrastructure will enhance the environmental quality.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+	+	+	D	P	Local				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause more of an impact.	None identified		Given the change in emphasis in climate change in GM, it is considered that the policy could make reference to this specifically or addressed by the relevant thematic policies within the Sustainable and Resilient chapter.	o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	To be addressed by this policy or the Sustainability and Resilience Chapter.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	?	?	?	I	P	Local	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	There are uncertain effects against this objective. However flood risk is covered through thematic policies and these specific points may not be relevant to the City Centre.	Increased flood risk due to further development and increase surface run off	None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	?	?	?	I	P	Local				None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	?	?	?	I	P	Local				None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	The quality and availability of water resources may be reduced	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	+	+	D	P	Local	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	There are positive and uncertain effects against this objective. The policy states that improvements will be made to the public realm. No reference is made to the historic environment or local character.	Landscape quality is reduced and local character is eroded	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	?	?	?	D	P	Local				Make reference to the historic environment and assets and how these will be protected and enhanced.	Y	Policy text has been updated to reference protection and enhancement of the City Centre's historic environment and assets.	+	+	+	Policy GM-Strat 2 focuses on the economic significance of the City Centre. As the policy has been updated to reflect enhancement of the heritage assets, impact on this assessment criteria has improved from uncertain to positive.	None identified
		Respect, maintain and strengthen local character and distinctiveness?	?	?	?	D	P	Local				Highlight the links between the public realm and local character.	Y	This policy has been amended to reflect the effect which public realm and green infrastructure have on local character.	+	+	+	Policy GM-Strat 2 focuses on the economic significance of the City Centre. As the policy has been updated to reflect enhancement of the local character, impact on this assessment criteria has improved from uncertain to positive.	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	++	++	++	D	P	Local	Receptors: greenfield and brownfield land Affected groups: Non identified	There are positive effects against this objective as the development would be on brownfield land which would support this objective	Loss of greenfield land	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	+	+	I	P	Local				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	++	++	++	D	P	Local				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	+	+	I	P	Local				Make an explicit reference to the indirect effect on contaminated land.	Partially	Text has not been amended to include contaminated land. However, Policy GM-S 1 includes reference to bringing previously developed sites back into use, and ensuring mitigation and remediation has been implemented.	+	+	+	Policy GM-Strat 2 focuses on the economic significance of the City Centre. The assessment has remained unchanged as a result of policy text not being amended for this topic.	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM Strat-3 The Quays												2020							
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	+	+	D	P	Local	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy makes reference to expanding the residential role of The Quays and therefore makes a positive impact for housing provision, however it does not reference the types and range of dwellings that will be provided. The policy seeks to ensure further employment in the area and therefore will ensure that housing land is well connected.	Could have cumulative effects with other local development schemes within the City Centre.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	?	?	?	D	P	Local				The policy could make a reference to the type of housing that will be provided in The Quays.	Y	Policy text now includes reference to a range of high-density homes.	+	+	+	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. As the policy now references a range of high-density homes, this has changed scoring from uncertain to positive.	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	Local				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	+	+	D	P	Local / GM / Wider	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy makes reference to The Quays developing as an economic location, expansion of its business roles and further office floorspace will be provided. The policy seeks to ensure there is more housing development and improvements to cycling and walking facilities, and therefore will ensure employment land is sustainable and well connected.	Could have cumulative effects with other local development schemes within the City Centre.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				Policy could reference education and training to provide a workforce to fulfil the ambitions of the policy.	Y	Policy has been amended to reference proximity to major sources of jobs and education. Policy GM-E 5 provides further details regarding education and skills.	+	+	+	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. As the policy now includes text regarding close proximity to jobs and education, scoring has improved from neutral to a positive impact as a result of mitigation applied.	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy is has positive effects against this objective as the policy states that improvements will be made to accessibility by public transport, cycling and walking which includes better links to rail stations and the City Centre.	Could have cumulative effects with other local development schemes within the City Centre.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	?	?	D	P	GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+ / ?	+ / ?	+ / ?	I	P	Local	Receptors: GM population Affected groups: those identified as living in deprivation	The policy makes reference to the employment and other growth, and this economic growth may help to reduce deprivation and disparity.	Link to other initiatives or investments (e.g. apprenticeships)	Make explicit reference to supporting economic growth and reducing levels of poverty	Partially	Text has been amended to mention the role The Quays will play in reducing levels of unemployment as an economic location of significance. However, reference has not been made explicitly to reducing poverty.	+	+	+	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. As the policy now includes reference to reduction of unemployment in supporting economic growth, the policy now has a positive effect on this criteria.	Recommend that reference is made to reducing poverty to strenthen policy further.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+ / ?	+ / ?	+ / ?	I	P	Local				Make explicit reference to supporting economic growth and reducing levels of poverty	Y	Text has been amended to mention the role The Quays will play in reducing levels of unemployment as an economic location of significance. However, reference has not been made explicitly to reducing poverty.	+	+	+	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. As the policy now includes reference to reduction of unemployment in supporting economic growth, the policy now has a solely positive effect on this criteria.	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated.	Potential link to other initiatives which seek to integrate communities	Reference could be made to ensuring the public realm allows people space to interact.	Y	Policy has been amended to include the public realm as an area of high environmental quality in The Quays. Additionally, Policy GM-E 1 states that sustainable places should be legible and should include places to rest for people of all mobility levels.	o	o	o	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. As the policy now includes reference to the social value of public realm has not been included in policy.	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				Reference could be made to ensuring equal access to facilities and infrastructure for all.	Y	Policy has been amended to state that development in The Quays will be supported by necessary infrastructure and amenities.	+	+	+	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. As the policy now includes reference to amenities and necessary infrastructure, scoring has improved from neutral to a positive impact as a result of mitigation applied.	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified. This policy only relates to one specific area			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	The policy does not make explicit reference to green spaces, however it does reference the high environmental quality of The Quays and the need to enhance this.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	+ / ?	+ / ?	+ / ?	D	P	Local				Make explicit reference to the provision and enhancement of green spaces.	Y	Policy has been amended to state that development in The Quays will be supported by necessary infrastructure and amenities. Reference has also been added to include green infrastructure as part of the high environmental quality of The Quays.	+	+	+	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. As the policy now includes reference to green infrastructure, scoring has improved from uncertain/positive to a positive impact as a result of mitigation applied.	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-	-	-	D	P	L	Receptors: GM population Affected groups: all groups will be affected by this	The policy does not refer to any of these types of infrastructure specifically and therefore the effects are negative as further residential development is proposed without the provision of social infrastructure.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Reference could be make to the provision of healthcare facilities	Y	Policy has been amended to state that development in The Quays will be supported by necessary infrastructure. Although reference is not specifically made to healthcare, Policy GM-E 6 covers this.	o	o	o	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. The policy now makes provision for necessary infrastructure and therefore has improved from a negative to neutral impact.	None Identified
		Ensure sufficient access to educational facilities for all children?	-	-	-	D	P	L				Reference could be make to the provision of education facilities, as further residential dwellings are provided	Y	Policy has been amended to state that development in The Quays will be supported by necessary infrastructure and close to sources of education. Although reference is not specifically made to new education facilities, Policy GM-E 5 covers this.	o	o	o	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. The policy now makes provision for necessary infrastructure and therefore has improved from a negative to neutral impact.	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	-	-	-	D	P	L				Reference could be made to the provision of community and social infrastructure	Y	Policy has been amended to state that development in The Quays will be supported by necessary infrastructure. Although reference is not specifically made to social infrastructure, Policy GM-E 3 and 7 cover this topic.	o	o	o	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. The policy now makes provision for necessary infrastructure and therefore has improved from a negative to neutral impact.	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated.	Improved skill levels of the workforce	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	++	++	D	P	Local / GM	Receptors: GM population, transport network Affected groups:	The policy states that there will be major improvements to accessibility by public transport, cycling and walking, and links to key rail stations and the City Centre. This will result in the promotion of more sustainable modes of transport.	Changes in travel patterns as people begin to take advantage of public transport as their main	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++	++	++	D	P	Local / GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

		Support the use of sustainable and active modes of transport?	++	++	++	D	P	Local / GM	Various		transport as their main form of transport	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	P	Local	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy seeks to encourage sustainable modes of transport so there is likely to be an indirect improvement to air quality.	Increased trips by private motor vehicle will worsen the air quality over time	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	?	?	?	D	P	Local	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy makes reference to the high environmental quality of The Quays, and the protection and enhancement of this. However no reference is made to green infrastructure or the existing wildlife and geological sites.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Make reference to enhance wildlife sites directly	Yes	The policy text mentions wildlife sites as part of its high environmental quality and states that they will be protected and enhanced.	+	+	+	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. Mitigation has now improved this assessment criteria from having an uncertain impact to a positive one.	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	?	?	?	D	P	Local				As above	Yes	The policy text mentions wildlife sites as part of its high environmental quality and states that they will be protected and enhanced.	+	+	+	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. Mitigation has now improved this assessment criteria from having an uncertain impact to a positive one.	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?	?	?	D	P	Local / GM				Make explicit reference to green infrastructure	Yes	The policy text mentions green infrastructure as part of its high environmental quality and states that it will be protected and enhanced.	+	+	+	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. Mitigation has now improved this assessment criteria from having an uncertain impact to a positive one.	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?	?	?	D	P	Local				As above.	Yes	The policy text mentions green infrastructure as part of its high environmental quality and states that it will be protected and enhanced.	+	+	+	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. Mitigation has now improved this assessment criteria from having an uncertain impact to a positive one.	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause more of an impact.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	?	?	?	I	P	Local	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	There are uncertain effects against this objective. However flood risk is covered through thematic policies and these specific points may not be relevant to The Quays.	Increased flood risk due to further development and increase surface run off	None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	?	?	?	I	P	Local				None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	?	?	?	I	P	Local				None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	The quality and availability of water resources may be reduced	None identified - Covered in thematic policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified - Covered in thematic policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified - Covered in thematic policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	+	+	D	P	Local	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	There are positive and uncertain effects against this objective. The policy states that improvements will be made to the public realm. No reference is made to the historic environment or local character.	Landscape quality is reduced and local character is eroded	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	?	?	?	D	P	Local				Make reference to the historic environment and assets and how these will be protected and enhanced.	Partially	The policy wording has been amended to reference protection of heritage asset as part of its high environmental quality and states that they will be protected and enhanced. Although it is not specific how they will be protected, this is covered by Policy GM-E 2.	+	+	+	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. Mitigation has now improved this assessment criteria from having an uncertain impact to a positive one.	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	+	+	+	D	P	Local				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	++	++	++	D	P	Local	Receptors: greenfield and brownfield land Affected groups: Non identified	There are positive effects against this objective as the development would be on brownfield land which would support this objective	Loss of greenfield land	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	+	+	I	P	Local				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	++	++	++	D	P	Local				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	+	+	I	P	Local				Make an explicit reference to the indirect effect on contaminated land.	Partially	Text has not been amended to include contaminated land. However, Policy GM-S 1 includes reference to bringing previously developed sites back into use, and ensuring mitigation and remediation has been implemented.	+	+	+	Policy GM-Strat 3 focuses on the continued development of The Quays as a place of economic importance. The assessment has remained unchanged as a result of policy text not being amended for this topic.	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM Strat-4 Port Salford													2020						
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any <u>specific sensitive receptors</u> where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	Neutral/no effect against this objective and assessment criteria anticipated.	Could have cumulative effects with other local development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	+	+	D	P	Local / GM / Wider	Receptors: GM population and GM economy Affected groups: widespread effects.	This policy seeks to develop Port Salford as an integrated tri-modal facility, and includes necessary highway improvements compatible with enhancement of the wider network. It therefore has an overall positive effect against this objective.	Could have cumulative effects with other local development schemes	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				Include education and training to ensure labour force is suitable for Port activity	Partially	Policy has not been amended based on this mitigation. However, Policy GM-E 5 provides further details regarding education, skills and knowledge.	o	o	o	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. As the policy has not been amended in regard to this mitigation, the scoring has not changed.	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	++	++	D	P	Local / GM				Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	p	GM / Wider	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	This policy seeks to develop Port Salford as an integrated tri-modal facility, and includes necessary highway improvements compatible with enhancement of the wider network. It therefore has an overall positive effect against this objective. As utilities and digital infrastructure are not mentioned, there is an uncertain effect on this criteria.	Could have cumulative effects with other local development schemes	Policy could address the transport needs to employees accessing the site	Y	Policy text has been updated to reference provision of appropriate sustainable travel in order to meet needs of employees accessing Port Salford.	+	++	++	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. As the policy has been updated to reflect sustainable travel options for employees, this has had an increased positive effect on this assessment criteria.	None Identified
		Improve transport connectivity?	+	+	+	D	P	Local / GM				As above	Y	Policy text has been updated to reference provision of appropriate sustainable travel in order to meet needs of employees accessing Port Salford.	+	++	++	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. As the policy has been updated to reflect sustainable travel options for employees, this has had an increased positive effect on this assessment criteria.	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	?	?	D	P	GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o/+	o/+	o/+	I	P	Local / GM	Receptors: GM population Affected groups: those identified as living in deprivation	This policy supports the development of Port Salford as an integrated facility which will lead to economic growth; this growth could potentially reduce levels of deprivation and disparity.	Link to other initiatives or investments (e.g. apprenticeships)	Explicitly link economic growth to reducing levels of poverty	Partially	Policy text has not been amended to consider this mitigation. However, Policy GM-P 1 covers long-term economic growth and states that inclusive growth should ensure employment opportunities are well-connected and accessible to all residents.	o/+	o/+	o/+	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. As the policy has not been amended, the assessment has not been updated.	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o/+	o/+	o/+	I	P	Local / GM				Explicitly link economic growth to reducing levels of poverty	Partially	Policy text has not been amended to consider this mitigation. However, Policy GM-P 1 covers long-term economic growth and states that inclusive growth should ensure employment opportunities are well-connected and accessible to all residents.	o/+	o/+	o/+	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. As the policy has not been amended, the assessment has not been updated.	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated.	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified. The policy only relates to one specific area.			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Neutral/no effect against this objective and assessment criteria anticipated.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated. No housing is provided and therefore there is less need for healthcare and education facilities.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	This policy supports development of a tri-modal facility, including the provision of employment floorspace. There is no mention of education or skill levels so it is uncertain what effect the policy will have on this objective.	Improved skill levels of the workforce	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	?	?	?	D	P	Local / GM				Include education and training to ensure labour force is suitable for Port activity	Partially	Policy has not been amended based on this mitigation. However, Policy GM-E 5 provides further details regarding education, skills and knowledge.	?	?	?	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. As the policy has not been amended in regard to this mitigation, the scoring has not changed.	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	Although this policy concerns development of Port Salford, it is primarily for freight purposes and has a neutral effect upon sustainable public transport.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified			+	+	+	Policy has been amended to specifically reference sustainabel travel opportunities. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			+	+	+	Policy has been amended to specifically reference sustainabel travel opportunities. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Support the use of sustainable and active modes of transport?	o	o	o	n/a	n/a	n/a				None identified			+	+	+	Policy has been amended to specifically reference sustainabel travel opportunities. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	P	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	This policy seeks to develop an integrated tri-modal facility at Port Salford. Integrating operations could reduce emissions and therefore this policy has a positive effect.	Increased trips by private motor vehicle will worsen the air quality over time	Include reference to sustainable travel to mitigate air quality conditions	Partially	Policy text has been updated to reference the provision of appropriate sustainable travel. Although no reference to air quality has been included, this is covered through Policy GM-S 6.	+	+	++	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. Mitigation applied has enhanced this policy and allowed for consideration of sustainable travel opportunities. Therefore, scoring has improved to a slightly more positive impact in the long-term.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	?	?	?	D	P	Local	Receptors: wildlife, landscapes and green spaces Affected groups: Various	This policy makes no reference to biodiversity, green infrastructure, or geodiversity assets; therefore the effect upon this objective is uncertain.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Mention enhancement of any existing sites	Partially	Policy text has not been amended to consider this mitigation. However, allocation policies cover specific sites across GM and Policy GM-G 9 focuses on enhancement of biodiversity and geodiversity.	?	?	?	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. As the policy was not amended based on this mitigation, the assessment has not changed.	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	?	?	?	D	P	Local				As above	Partially	Policy text has not been amended to consider this mitigation. However, allocation policies cover specific sites across GM and Policy GM-G 9 focuses on enhancement of biodiversity and geodiversity.	?	?	?	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. As the policy was not amended based on this mitigation, the assessment has not changed.	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?	?	?	D	P	Local / GM				Explicitly reference enhancement and creation of multifunctional green infrastructure surrounding Port Salford	Partially	Policy has not been amended based on this mitigation. However, Policy GM-G 2 concerns the protection, management and enhancement of the green infrastructure network and allocation policies cover specific sites across GM.	?	?	?	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. As the policy was not amended based on this mitigation, the assessment has not changed.	None Identified

		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?	?	?	D	P	Local				As above	Partially	Policy has not been amended based on this mitigation. However, Policy GM-G 2 concerns the protection, management and enhancement of the green infrastructure network and allocation policies cover specific sites across GM.	?	?	?	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. As the policy was not amended based on this mitigation, the assessment has not changed.	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated.	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause some of an	None identified		Given the change in emphasis in climate change in GM, it is considered that the policy could make reference to this specifically or addressed by the relevant thematic policies within the Sustainable and Resilient chapter.	o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	To be addressed by this policy or the Sustainability and Resilience Chapter.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	?	?	?	I	P	Local	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	This policy concerns Port Salford and its on-site canal berths yet there is no mention of flooding or flood risk. Therefore, there is an uncertain effect against this objective.	Increased flood risk due to further development and increase surface run off	None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	?	?	?	I	P	Local				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	?	?	?	I	P	Local				None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	?	?	?	I	P	Local				None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	?	?	?	I	P	Local	Receptors: water courses, ground water, water supplies Affected groups: Various	This policy concerns Port Salford and its on-site canal berths yet there is no mention of water quality or resources. Therefore, there is an uncertain effect against this objective.	The quality and availability of water resources may be reduced	None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote management practices that will protect water features from pollution?	?	?	?	I	P	Local				None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	?	?	?	I	P	Local				None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	This policy seeks to develop an integrated tri-modal facility at Port Salford. Integrating operations could reduce emissions and therefore this policy has a positive effect.	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	+	I	P	Local / GM				Include reference to sustainable travel to mitigate against emissions	Partially	Policy text has been updated to reference the provision of appropriate sustainable travel. Although no reference to emissions has been included, this is covered through Policy GM-S 2.	+	+	++	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. Mitigation applied has enhanced this policy and allowed for consideration of sustainable travel opportunities. Therefore, scoring has improved to a slightly more positive impact in the long-term.	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated.	Landscape quality is reduced and local character is eroded	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	++	++	++	D	P	Local	Receptors: greenfield and brownfield land Affected groups: Non identified	There are positive effects against this objective as the development would be on brownfield land which would support this objective	Loss of greenfield land	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	+	+	I	P	Local				Make an explicit reference to the indirect effect on agricultural land.	Partially	Policy text has not been updated to consider this mitigation. However, Policy GM-G 9 covers the safeguarding, restoring and managing of soil resources in order to protect the best and most versatile agricultural land.	+	+	+	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. As the policy was not amended based on this mitigation, the assessment has not changed.	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	++	++	++	D	P	Local				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	+	+	I	P	Local				Make an explicit reference to the indirect effect on contaminated land.	Partially	Text has not been amended to include contaminated land. However, Policy GM-S 1 includes reference to bringing previously developed sites back into use, and ensuring mitigation and remediation has been implemented.	+	+	+	Policy GM-Strat 4 focuses on the development of Port Salford as an integrated tri-modal facility. The assessment has remained unchanged as a result of policy text not being amended for this topic.	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated.	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM Strat-5 Inner Areas													2020							
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any <u>specific sensitive receptors</u> where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	+	+	D	P	GM	Receptors: housing market, GM population, GM economy Affected groups: Undersupply may disproportionatly affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy encourages more people to move into the 'Inner Areas' which suggests an increase in housing in these areas. These areas are well connected to employment land and have transport links to green spce	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				Make specific reference to a mix of type and tenure of dwelling	Y	Policy text now includes reference to a mix of size, type and tenure for residential development. Policy GM-H 3 further details the type, size and design of new housing.	o	+	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. As the policy now references a range of homes, this has changed scoring from neutral to positive in the medium- and long-term.	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	GM				Ensure residential amenity is protected if these are mixed use areas	Y	Policy text now includes reference to protecting amenity of existing and new residents where a mix of uses is being proposed.	+	++	++	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Mitigation applied has enhanced this policy by including consideration of amenity. Therefore, this will have an increased positive effect on this assessment criteria.	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				Make specific reference to energy efficiency of the housing stock	Partially	Policy text now includes reference to well-designed development. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	o	o	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Although energy efficiency has not been added to policy text, this is covered elsewhere in the GMSF. As amendments include an increased focus quality design, this has had a slight positive impact on this assessment criteria.	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	?	?	?	D	P	GM	Receptors: GM economy Affected groups: widespread effects	The policy makes reference to development in the inner areas, enabling people to move into these areas. There is no specific reference to employment land. As such, it is not known if this will also encourage employment land, or take away employment land to deliver dwellings	Could have cumulative socio-economic and environmental effects with other local development schemes	Identify the type of development that will be encouraged	Y	Policy text now includes reference to a mix of uses, stating that new development will be predominantly residential.	o	o	o	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. The mitigation applied has changed the assessment from uncertain to neutral. Although the policy focuses mainly on residential, the referenced mix of uses is considered appropriate for inner areas.	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	?	?	?	D	P	GM				Identify the type of development that will be encouraged	Y	Policy text now includes reference to a mix of uses, stating that new development will be predominantly residential.	o	o	o	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. The mitigation applied has changed the assessment from uncertain to neutral. Although the policy focuses mainly on residential, the referenced mix of uses is considered appropriate for inner areas.	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy makes no reference to transport infrastructure to support increased development in the Inner Areas. However, these are areas where there is already a good suuply of public transprt	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			o	+	+	The policy has been updated to mention necessary infrastructure supporting new development, including improved transport. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified			o	+	+	The policy has been updated to mention necessary infrastructure supporting new development, including improved transport. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	+	+	The policy has been updated to mention necessary infrastructure supporting new development, including improved transport. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	+	+	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	The inner areas suffer from significant issues with deprivation. As such, regeneration and development of these areas, whilst retaining existing communities will likely improve the current issues.	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programs)	Specify in the policy that regeneration will be linked to reduced levels of deprivation	Y	Policy text has been updated to state that regeneration is promoted and will be linked to reducing levels of deprivation and poverty.	+	++	++	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. The mitigation has increased the positive impact this policy will have on this assessment criteria.	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	+	+	I	P	Local / GM				Specify in the policy that regeneration will be linked to reduced levels of deprivation	Y	Policy text has been updated to state that regeneration is promoted and will be linked to reducing levels of deprivation and poverty.	+	++	++	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. The mitigation has increased the positive impact this policy will have on this assessment criteria.	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	+	+	I	P	GM/L	Receptors: none identified Affected groups: all	The policy makes reference to retaining the existing communities in the proposed development of the inner areas.	Potential link to other initiatives which seek to integrate communities	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development. Specifying uses and community buildings would also enhance the policy	Y	Policy has been amended to reference a mix of housing tenures as well as integrating new development into existing communities. Text has also been included to refer to a mix of uses.	+	+	++	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Amendments to the policy promote integrating with the existing community and therefore, an increased positive effect is evident in the long-term against this criteria.	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development. Specifying uses and community buildings would also enhance the policy	Y	Policy has been amended to reference a mix of housing tenures as well as integrating new development into existing communities. Text has also been included to refer to a mix of uses.	o	o	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Amendments to the policy promote integrating with the existing community and therefore, an increased positive effect is evident in the long-term against this criteria.	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development. Specifying uses and community buildings would also enhance the policy	Y	Policy has been amended to reference a mix of housing tenures as well as integrating new development into existing communities. Text has also been included to refer to a mix of uses.	o	o	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Amendments to the policy promote integrating with the existing community and therefore, an increased positive effect is evident in the long-term against this criteria.	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development. Specifying uses and community buildings would also enhance the policy	Y	Policy has been amended to reference a mix of housing tenures as well as integrating new development into existing communities. Text has also been included to refer to a mix of uses.	o	o	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Amendments to the policy promote integrating with the existing community and therefore, an increased positive effect is evident in the long-term against this criteria.	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	+	+	I	P	GM/L	Receptors: infrastructure Affected groups: all	The policy makes reference to a number of interventions which would have a beneficial impact on health such as enhancing quality of place, enhanced green infrastructure and improved air quality	Improved health and reduced health inequalities may occur through planning policy and other national initiatives	Link these improvements stated to supporting improved health and wellbeing of communities	Y	Text has been updated to reflect regeneration supporting the improved health and wellbeing of communities.	+	+	++	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Mitigation has resulted in an increased positive effect against this assessment criteria.	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				Refer to the importance of access to GI and linking this in to the wider networks	Y	Policy has been amended to state new development will be supported by improved access to open space and the wider green infrastructure network.	+	+	++	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Amendments to this policy specifically reference access to green space; therefore, an increased positive effect is seen for this assessment criteria.	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	D	P	GM/L	Receptors: GM population Affected groups: all	The policy makes no reference to social infrastructure provision to support exsiting and new communities	Increased growth without provision would lead to cumulative issus	Make specific reference to social infrastructure	Y	Reference has been included to improved social infrastructure.	o	+	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Amendments to this policy reference improvements in social infrastructure; therefore, this assessment criteria now has a positive effect in the medium- and long-term.	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	D	P	GM/L				Make specific reference to social infrastructure	Y	Reference has been included to improved social infrastructure.	o	+	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Amendments to this policy reference improvements in social infrastructure; therefore, this assessment criteria now has a positive effect in the medium- and long-term.	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	D	P	GM/L				Make specific reference to social infrastructure	Y	Reference has been included to improved social infrastructure.	o	+	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Amendments to this policy reference improvements in social infrastructure; therefore, this assessment criteria now has a positive effect in the medium- and long-term.	None Identified
8	Support improved educational	Improve education levels of children in the area, regardless of their background?	o	o	o	D	P	GM/L	Receptors: GM population and the GM economy	The policy makes no reference to education infrastructure provision to support exsiting and new communities	Capacity issues if new facilities are no	Make specific reference to education infrastructure	Partially	Policy text includes reference to necessary infrastructure, although explicit reference has not been made to education. However, Policy GM-E 5 covers education, skills and knowledge.	o	o	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. The policy has been partially amended in regard to suggested mitigation; therefore, this assessment criteria has a positive effect in the long-term.	None Identified

	attainment and skill levels for all	Improve educational and skill levels of the population of working age?	o	o	o	D	P	GM/L	Affected groups: various / all		developed in line with development	Make specific reference to education infrastructure	Partially	Policy text includes reference to necessary infrastructure, although explicit reference has not been made to education. However, Policy GM-E 5 covers education, skills and knowledge.	o	o	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. The policy has been partially amended in regard to suggested mitigation; therefore, this assessment criteria has a positive effect in the long-term.	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	D	P	L/GM	Receptors: GM population, transport network Affected groups: Various	The policy does not make reference to transport infrastructure but the policy references that these are highly accessible areas which promotes use of existing infrastructure	Increased growth without provision would lead to cumulative issus	Make reference to utilising new and existing transport infrastructure	Y	The policy has been updated to mention necessary infrastructure supporting new development, including improved transport.	+	+	++	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Policy has been amended to include reference to improved transport. Therefore, this has had an increased positive effect in the long-term.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+	+	+	D	P	L/GM				Make reference to utilising new and existing transport infrastructure	Y	The policy has been updated to mention necessary infrastructure supporting new development, including improved transport.	+	+	++	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Policy has been amended to include reference to improved transport. Therefore, this has had an increased positive effect in the long-term.	None Identified
		Support the use of sustainable and active modes of transport?	+	+	+	D	P	L/GM				Make reference to utilising new and existing transport infrastructure	Y	The policy has been updated to mention necessary infrastructure supporting new development, including improved transport.	+	+	++	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Policy has been amended to include reference to improved transport. Therefore, this has had an increased positive effect in the long-term.	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	D	P	GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy makes reference to improvements in air quality	Increased growth without provision would lead to cumulative issus	Covered in policy			+	+	+	Policy has been amended to specifically reference improvements in air quality. However, scoring has not changed from 2019 due to already being positive	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy makes reference to enhanced green infrastructure	Impact on the biodiversity assets may occur in combination with other developments	Policy should make reference to protecting and enhancing wildlife and habitats	Y	Policy text has been amended to consider the natural environment and its assets. Additionally, Policy GM-G 9 focuses on enhancement of biodiversity and geodiversity.	o	+	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Amendments made to this policy have resulted in a positive effect in the medium- and long-term in regard to enhancing natural assets.	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				Policy should make reference to protecting and enhancing wildlife and habitats	Y	Policy text has been amended to consider the natural environment and its assets. Additionally, Policy GM-G 9 focuses on enhancement of biodiversity and geodiversity.	o	+	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Amendments made to this policy have resulted in a positive effect in the medium- and long-term in regard to enhancing natural assets.	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+	+	+	D	P	L/GM				Policy should seek to protect and enhance green infrastructure, and where appropriate establish new areas of green infrastructure	Y	Policy has been amended to state new development will be supported by improved access to open space and the wider green infrastructure network. Additionally, Policy GM-G 2 concerns the protection, management and enhancement of the green infrastructure network.	+	++	++	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Amendments made to this policy have resulted in an increasingly positive effect in the medium- and long-term in regard to green infrastructure.	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+	+	+	D	P	L/GM				The policy should ensure that green infrastructure that is enhanced and created is accessible to all	Y	Policy has been amended to state new development will be supported by improved access to open space and the wider green infrastructure network. Additionally, Policy GM-G 2 concerns the protection, management and enhancement of the green infrastructure network.	+	++	++	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Amendments made to this policy have resulted in an increasingly positive effect in the medium- and long-term in regard to green infrastructure.	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/ no effect against this objective and assessment criteria anticipated.	Increase heat island and flood risk in combination with other development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effect against this objective and assessment criteria anticipated.	Cumulative effects of development which may affect flood risk and increase the likelihood of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated.	The quality and availability of water resources may be affected cumulatively with cumulative development	Ensure compliance with the WFD and protect water utilised in development from contamination	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None Identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	-/?	-/?	-/?	D	P	GM	Receptors: None identified Affected groups: Various	The policy does not make reference to use of energy efficiency or reduction of greenhouse gases. Development would likely produce emissions and use none renewable energy, unless provision is made otherwise	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	Encourage energy efficiency through design and development phases	Partially	Policy text has been updated to include reference to well-designed development. No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	?	?	?	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Due to policy's enhanced focus on well-designed development, the assessment has been updated from slightly negative or uncertain, to an uncertain impact.	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	-/?	-/?	D	P	GM				As above	Partially	Policy text has been updated to include reference to well-designed development. No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	?	?	?	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Due to policy's enhanced focus on well-designed development, the assessment has been updated from slightly negative or uncertain, to an uncertain impact.	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	-/?	-/?	D	P	GM				As above	Partially	Policy text has been updated to include reference to well-designed development. No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	?	?	?	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. Due to policy's enhanced focus on well-designed development, the assessment has been updated from slightly negative or uncertain, to an uncertain impact.	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	+	+	D	P	L/GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally signficant views Affected groups: all	The policy makes reference to priorty being given to enhacing the quality of places	Assets maybe eroded as development comes forwards	None identified			+	+	+	Policy has been amended to specifically reference high quality open space and improved access to green infrastructure. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	D	P	n/a				Expand quality of place to include historic environment and local character	Y	Policy includes reference to protecting and enhancing the location's historic environment and assets as well as the local character.	o	+	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. As the policy has been amended to include enhancement to the historic environment and local character, this has had a slight positive effect against this assessment criteria.	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	D	P	n/a				Expand quality of place to include historic environment and local character	Y	Policy includes reference to protecting and enhancing the location's historic environment and assets as well as the local character.	o	+	+	Policy GM-Strat 5 focuses on the regeneration of inner areas, with significant links to reducing deprivation and improving wellbeing. As the policy has been amended to include enhancement to the historic environment and local character, this has had a slight positive effect against this assessment criteria.	None Identified
	Ensure that land resources are	Support the development of previously developed land and other sustainable locations?	++	++	++	n/a	n/a	n/a				None identified			++	++	++	Policy has been amended to specifically reference previously developed land. However, scoring has not changed from 2019 due to already being positive	None Identified

17	allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a	n/a	The policy covers the inner areas, which is likely to support the development of previously developed land.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM-Strat 6 Northern Areas													2020						
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	+	+	D	P	GM	Receptors: housing market, GM population, GM economy Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy makes reference to the selective release for Green Belt to help boost economic opportunities and diversify housing provision	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				Make specific reference to energy efficiency of the housing stock	Partially	Policy text now includes reference to good quality design. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	o	o	+	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. Although energy efficiency has not been added to policy text, this is covered elsewhere in the GMSF. As amendments include an increased focus on quality design, this has had a slight positive impact on this assessment criteria.	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	+	+	D	P	GM	Receptors: GM economy Affected groups: widespread effects	The policy makes reference to the selective release for Green Belt to help boost economic opportunities and diversity housing provision	Could have cumulative socio-economic and environmental effects with other local development schemes	Ensure the employment is provided in areas of need and supporting the principles of inclusive growth	Y	Policy text has been updated to reflect access to employment opportunities. It also emphasises that in supporting the principles of inclusive growth, economic growth will help to reduce deprivation.	+	+	++	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. Policy updates have resulted in this policy having an increased focused on inclusive growth. Therefore, the assessment has shown an increased positive effect in the long-term against this criteria.	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	I	P	GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				None identified			+	+	+	Policy has been amended to specifically reference sustainable travel modes and improvements in transport connectivity. However, scoring has not changed from 2019 due to already being positive	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy makes reference to improving transport connections as a priority.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			+	+	+	Policy has been amended to specifically reference sustainable travel modes and improvements in transport connectivity. However, scoring has not changed from 2019 due to already being positive	None Identified
		Improve transport connectivity?	+	+	+	D	P	W				None identified			+	+	+	Policy has been amended to specifically reference sustainable travel modes and improvements in transport connectivity. However, scoring has not changed from 2019 due to already being positive	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	P	GM/W				None identified			+	+	+	Policy has been amended to specifically reference sustainable travel modes and improvements in transport connectivity. However, scoring has not changed from 2019 due to already being positive	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	?/+	?/+	?/+	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	The policy makes reference to boosting economic opportunities which could provide job opportunities for local communities which would reduce deprivation	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programs)	Make reference to the link between employment provision and reducing deprivation	Y	Policy text has been updated to reflect access to employment opportunities. It also emphasises that in supporting the principles of inclusive growth, economic growth will help to reduce deprivation.	+	+	+	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. Policy amendments include a clear relationship between employment opportunities and reducing deprivation. Therefore, the assessment has been updated from uncertain or positive, to having a positive impact on this criteria.	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	?/+	?/+	?/+	I	P	Local / GM				Make reference to the link between employment provision and reducing deprivation	Y	Policy text has been updated to reflect access to employment opportunities. It also emphasises that in supporting the principles of inclusive growth, economic growth will help to reduce deprivation.	+	+	+	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. Policy amendments include a clear relationship between employment opportunities and reducing deprivation. Therefore, the assessment has been updated from uncertain or positive, to having a positive impact on this criteria.	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: all	Neutral/ no effect against this objective and assessment criteria anticipated.	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: infrastructure Affected groups: all	Neutral/ no effect against this objective and assessment criteria anticipated.	Improved health and reduced health inequalities may occur through planning policy and other national initiatives	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	+	+	The policy has been updated to mention improving infrastructure and amenities including access to green spaces. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	D	P	GM/L	Receptors: GM population Affected groups: all	The policy makes reference to the provision of housing but it does not make reference to supporting social infrastructure. As such, it is not clear if there would be a impact on this provision	Increased growth without provision would lead to cumulative issues	Make specific reference to social infrastructure	Partially	Policy has been amended to reflect that development will be supported by necessary infrastructure and amenities. Although explicit reference has not been made to social infrastructure, this is covered in Policy GM-E3, GM-E 6 and GM-E 7.	o	o	+	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. Amendments to this policy reference provision of necessary infrastructure; therefore, this assessment criteria now has a positive effect in the long-term.	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	D	P	GM/L				As above	Partially	Policy has been amended to reflect that development will be supported by necessary infrastructure and amenities. Although explicit reference has not been made to social infrastructure, this is covered in Policy GM-E3, GM-E 5 and GM-E 7.	o	o	+	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. Amendments to this policy reference provision of necessary infrastructure; therefore, this assessment criteria now has a positive effect in the long-term.	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	D	P	GM/L				As above	Partially	Policy has been amended to reflect that development will be supported by necessary infrastructure and amenities. Although explicit reference has not been made to social infrastructure, this is covered in Policy GM-E3 and GM-E 7.	o	o	+	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. Amendments to this policy reference provision of necessary infrastructure; therefore, this assessment criteria now has a positive effect in the long-term.	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	D	P	GM/L	Receptors: GM population and the GM economy Affected groups: various / all	The policy makes reference to the provision of housing but it does not make reference to supporting infrastructure. As such, it is not clear if there would be a negative impact on this provision	Capacity issues if new facilities are no developed in line with development	Ensure that educational facilities are linked to the growth industries identified to ensure a skilled workforce for the future	Partially	Policy text includes reference to necessary infrastructure, although explicit reference has not been made to education or educational facilities; nor has this been linked to growth industries. However, Policy GM-E 5 covers education, skills and knowledge.	o	o	o	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. Policy scoring has not been updated as specific reference to education facilities has not been included in this policy.	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	D	P	GM/L				As above	Partially	Policy text includes reference to necessary infrastructure, although explicit reference has not been made to education or educational facilities; nor has this been linked to growth industries. However, Policy GM-E 5 covers education, skills and knowledge.	o	o	o	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. Policy scoring has not been updated as specific reference to education facilities has not been included in this policy.	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	D	P	L/GM	Receptors: GM population, transport network Affected groups: Various	The policy makes reference to improving transport connections as a priority.	Increased growth without provision would lead to cumulative issues	None identified			+	+	+	Policy has been amended to specifically reference sustainable travel modes and improvements in transport connectivity. However, scoring has not changed from 2019 due to already being positive	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+	+	+	D	P	L/GM				None identified			+	+	+	Policy has been amended to specifically reference sustainable travel modes and improvements in transport connectivity. However, scoring has not changed from 2019 due to already being positive	None Identified
		Support the use of sustainable and active modes of transport?	+	+	+	D	P	L/GM				None identified			+	+	+	Policy has been amended to specifically reference sustainable travel modes and improvements in transport connectivity. However, scoring has not changed from 2019 due to already being positive	None Identified

10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	-	-	-	I	P	GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy makes no direct reference to air quality. Increased development is likely to result in potentially negative impacts to air quality	Increased growth without provision would lead to cumulative issues	Ensure that economic growth takes into consideration air quality though preparing appropriate assessments and utilisation of AQMQ where necessary	Partially	No amendments have been made to the policy text to address mitigation comments in relation to air quality. However, this topic is covered in corresponding thematic policy GM-S 6 which covers a range of measures to support improvements in air quality.	-	-	-	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. As mitigation has not been applied, scoring has not been updated.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	?/-	?/-	?/-	I	P	W/GM/L	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy makes reference to the sensitive release of green belt. However, green belt might be the location of habitat and ecology designations.	Impact on the biodiversity assets may occur in combination with other developments	Ensure the use of green belt sites fully considered implications on biodiversity and landscape assets	Y	Policy text has been amended to state that land being proposed to be released from Green Belt will seek opportunities to enhance natural and historic environments. Additionally, Policy GM-G 10 covers the Manchester Green Belt and Policy GM-G 9 concerns enhancement of biodiversity and geodiversity.	o	+	+	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. This policy now makes provision for the enhancement of natural and historic assets in relation to Green Belt release. As such, the assessment scoring has been updated to slightly positive in the medium- and long-term to reflect consideration of such assets.	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	?/-	?/-	?/-	I	P	W/GM/L				None identified			?/-	?/-	?/-	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified			o	+	+	The policy has been updated to mention improving infrastructure and amenities including access to green spaces. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	I	P	L/GM/W	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/ no effect against this objective and assessment criteria anticipated.	Increase heat island and flood risk in combination with other development	Ensure that growth and development is sensitive to climate change, utilising mitigation where necessary . Ensure climate change is considered through design and construction phases	Partially	Policy text has not been updated to reflect climate change mitigation. Although Policy GM-S 1 covers sustainable development, this policy also does not explicitly reference climate change.	o	o	o	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. The policy scoring has not been updated as a result of changes not including explicit reference to climate change.	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effect against this objective and assessment criteria anticipated.	Cumulative effects of development which may affect flood risk and increase the likelihood of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated.	The quality and availability of water resources may be affected cumulatively with cumulative development	Ensure compliance with the WFD and protect water utilised in development from contamination	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None Identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				Ensure compliance with the WFD and protect water utilised in development from contamination	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				Ensure compliance with the WFD and protect water utilised in development from contamination	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	-/?	-/?	-/?	D	P	GM	Receptors: None identified Affected groups: Various	The policy does not make reference to use of energy efficiency or reduction of greenhouse gases. Development would likely produce emissions and use none renewable energy, unless provision is made otherwise	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	Encourage energy efficiency through design and development phases	Partially	Policy text has been updated to include reference to good quality design. No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	?	?	?	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. Due to policy's enhanced focus on well-designed development, the assessment has been updated from slightly negative or uncertain, to an uncertain impact.	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	-/?	-/?	D	P	GM				Encourage energy efficiency through design and development phases	Partially	Policy text has been updated to include reference to good quality design. No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	?	?	?	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. Due to policy's enhanced focus on well-designed development, the assessment has been updated from slightly negative or uncertain, to an uncertain impact.	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	-/?	-/?	D	P	GM				Encourage energy efficiency through design and development phases	Partially	Policy text has been updated to include reference to good quality design. No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	?	?	?	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. Due to policy's enhanced focus on well-designed development, the assessment has been updated from slightly negative or uncertain, to an uncertain impact.	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: all	Neutral/ no effect against this objective and assessment criteria anticipated.	Assets maybe eroded as development comes forwards	None identified			o	+	+	The policy has been updated to mention improving infrastructure and amenities including access to green spaces. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	+	+	The policy has been updated to mention protecting and enhancing the historic environment. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	+	+	D	P	GM/L	n/a	The policy makes reference to the sensitive release of green belt, which would have implication on the resus of PDL and buildings.	n/a	Encourage a brownfield first approach throughout all development opportunities	Y	This policy has been updated to reflect a focus on prioritising the re-use of brownfield land. Additionally, Policy GM-S 1 includes reference to bringing previously developed sites back into use, and ensuring mitigation and remediation has been implemented.	+	+	++	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. As the policy has been updated to focus on the re-use of brownfield land, this has resulted in an increasingly positive effect over the long-term against this assessment criteria.	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	+	+	D	P	GM/L				Encourage a brownfield first approach throughout all development opportunities	Y	This policy has been updated to reflect a focus on prioritising the re-use of brownfield land. Additionally, Policy GM-S 1 includes reference to bringing previously developed sites back into use, and ensuring mitigation and remediation has been implemented.	+	+	++	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. As the policy has been updated to focus on the re-use of brownfield land, this has resulted in an increasingly positive effect over the long-term against this assessment criteria.	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	+	+	D	P	GM/L				Encourage a brownfield first approach throughout all development opportunities	Y	This policy has been updated to reflect a focus on prioritising the re-use of brownfield land. Additionally, Policy GM-S 1 includes reference to bringing previously developed sites back into use, and ensuring mitigation and remediation has been implemented.	+	+	++	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. As the policy has been updated to focus on the re-use of brownfield land, this has resulted in an increasingly positive effect over the long-term against this assessment criteria.	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	+	+	D	P	GM/L				Encourage a brownfield first approach throughout all development opportunities	Y	This policy has been updated to reflect a focus on prioritising the re-use of brownfield land. Additionally, Policy GM-S 1 includes reference to bringing previously developed sites back into use, and ensuring mitigation and remediation has been implemented.	+	+	++	Policy GM-Strat 6 focuses on increasing the competitiveness of northern areas. As the policy has been updated to focus on the re-use of brownfield land, this has resulted in an increasingly positive effect over the long-term against this assessment criteria.	None Identified
	Promote	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

18	sustainable consumption of resources and support the implementation of the waste hierarchy	Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM-Strat 7 North - East Growth Corridor

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)							
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	++	++	D	P	Local / GM	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	This policy aims to deliver a nationally-significant area of economic activity and growth, including the provision of new dwellings. It will therefore have a positive effect on provision of housing and ensuring it is well-connected. There is no mention of types of housing, so there is an uncertain effect against this criteria.	Could have cumulative effects with other local development schemes	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	?	?	?	D	P	Local				Reference what mix of housing will be provided within the area
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	Local / GM / Wider				None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	++	++	D	P	Local / GM / Wider	Receptors: GM population and GM economy Affected groups: widespread effects.	This policy aims to deliver a nationally-significant area of economic activity and growth and will therefore have a positive effect against this employment objective.	Could have cumulative effects with other local development schemes	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				Include reference to education provision in conjunction with housing and employment provision
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	++	++	D	P	Local / GM				None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	p	GM / Wider	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Policy includes reference to necessary highway improvements required to accommodate the likely scale of traffic generation associated with delivery of the M62 North-East Corridor. It will therefore have a positive effect against transport connectivity and ensuring the transport network can support development. As there is no mention of utilities or digital infrastructure, there is a neutral effect against this criteria.	Could have cumulative effects with other local development schemes	Make reference to the ability of public transport to support the scale and spatial distribution of development
		Improve transport connectivity?	+	+	+	D	P	Local / GM				As above
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	D	P	GM				None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o/+	o/+	o/+	I	P	Local / GM	Receptors: GM population Affected groups: those identified as living in deprivation	This policy aims to deliver a nationally-significant area of economic activity; this economic growth could help reduce levels of deprivation and disparity.	Link to other initiatives or investments (e.g. apprenticeships)	Explicitly link economic growth to reducing levels of poverty. The supporting text highlights that the allocation is within areas of deprivation.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o/+	o/+	o/+	I	P	Local / GM				As above
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated	Potential link to other initiatives which seek to integrate communities	Reference role of public spaces in allowing residents to interact
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				Include reference to equal access to facilities / infrastructure in conjunction with housing provision
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Policy does not reference green space. Yet as housing is developed and employment floorspace is provided, it is important for green space to be considered throughout the development. This policy therefore has a negative effect against this criteria.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified
		Promote access to green space?	-	-	-	D	P	Local				Explicitly link development of employment and housing provision, to provision and enhancement of green spaces
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-	-	-	D	P	L	Receptors: GM population Affected groups: all groups will be affected by this	This policy does not mention healthcare or educational facilities, or the provision of community infrastructure. Yet as housing and employment provision are developed, these items will become relevant. The policy therefore has a negative effect against this objective.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Include reference to provision of healthcare facilities
		Ensure sufficient access to educational facilities for all children?	-	-	-	D	P	L				Include reference to provision of educational facilities, especially in conjunction with increased resident population
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	-	-	-	D	P	L				Include provision for community social infrastructure to align with housing provision
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	D	P	L	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Improved skill levels of the workforce	Include reference to provision of educational facilities, especially in conjunction with increased resident population
		Improve educational and skill levels of the population of working age?	o	o	o	D	P	L				Include reference to provision of educational facilities, especially in conjunction with increased resident population
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	-	-	-	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	Although this policy references necessary highway improvements required to accommodate likely scale of traffic generation, there is no specific reference to sustainable modes of transport. These will need to be considered alongside development.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Mention efficient patterns of movement as an aim of development
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	-	-	-	D	P	Local / GM				Include public transport provision throughout housing and employment development
		Support the use of sustainable and active modes of transport?	-	-	-	D	P	Local / GM				Reference active travel as a desirable mode of transport; include provision for walking and cycling
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	o	o	I	P	Local	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Neutral/no effect against this objective and assessment criteria anticipated	Increased trips by private motor vehicle will worsen the air quality over time	None identified
	Conserve and	Provide opportunities to enhance new and existing wildlife and geological sites?	?	?	?	D	P	Local			Wildlife, geological and other sites that have a landscape value or	Mention enhancement of any existing sites
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	?	?	?	D	P	Local				As above

2020

Ref	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of new scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1			++	++	++	Policy has been amended to specifically reference housing type, quality and mix. However, scoring has not changed from 2019 due to already being positive	None Identified
	Y	Policy text now includes reference to the increase in residential offer, including the type, quality and mix in this location. Policy GM-H 3 further details the type, size and design of new housing.	+	+	+	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy has been updated to specify an increase in the type, quality and mix of residential, scoring has been updated to demonstrate a positive impact against this assessment criteria.	None Identified
			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
	N	This policy has not been amended to include education provision. However, education and skills are covered by Policy GM-E 5.	o	o	o	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy has not been amended to include suggested mitigation, the scoring has not been updated.	None Identified
			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	N	No reference has been included regarding public transport. However, public transport is covered by Policy GM-N 3.	+	+	+	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy has not been amended to include suggested mitigation, the scoring has not been updated.	None Identified
	N	No reference has been included regarding public transport. However, public transport is covered by Policy GM-N 3.	+	+	+	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy has not been amended to include suggested mitigation, the scoring has not been updated.	None Identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Y	The policy now states that diversifying the employment offer and ensuring inclusive growth is achieved will help reduce levels of deprivation and poverty.	+	+	+	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. Policy amendments include a clear relationship between employment opportunities and reducing deprivation. Therefore, the assessment has been updated from neutral or positive, to having a positive impact on this criteria.	None Identified
	Y	The policy now states that diversifying the employment offer and ensuring inclusive growth is achieved will help reduce levels of deprivation and poverty.	+	+	+	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. Policy amendments include a clear relationship between employment opportunities and reducing deprivation. Therefore, the assessment has been updated from neutral or positive, to having a positive impact on this criteria.	None Identified
5	N	Policy has not been amended to include this reference. However, this topic is covered in Policy GM-E 1.	o	o	o	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy has not been amended to include suggested mitigation, the scoring has not been updated.	None Identified
	N	Policy has not been amended to include this reference. However, this topic is covered in Policy GM-E 1.	o	o	o	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy has not been amended to include suggested mitigation, the scoring has not been updated.	None Identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure including green spaces.	-	-	-	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy text has not been amended, scoring has not changed.	None Identified
7	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure. Additionally, health is covered in Policy GM-E 6.	-	-	-	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy text has not been amended, scoring has not changed.	None Identified
	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure. Although explicit reference has not been made to educational infrastructure, this is covered in Policy GM-E5.	-	-	-	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy text has not been amended, scoring has not changed.	None Identified
	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure. Although explicit reference has not been made to social infrastructure, this is covered in Policy GM-E3 and GM-E 7.	-	-	-	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy text has not been amended, scoring has not changed.	None Identified
8	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure. However, Policy GM-E 5 covers education, skills and knowledge.	o	o	o	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy has not been amended to include suggested mitigation, scoring has not changed. However, no detrimental impact is anticipated as this criteria is covered elsewhere in the GMSF.	None Identified
	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure. However, Policy GM-E 5 covers education, skills and knowledge.	o	o	o	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy text has not been amended, scoring has not changed.	None Identified
9	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be complemented by improvements to transport connectivity including public transport, cycling and walking.	-	-	-	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy text has not been amended, scoring has not changed.	None Identified
	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be complemented by improvements to transport connectivity including public transport, cycling and walking.	-	-	-	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy text has not been amended, scoring has not changed.	None Identified
	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be complemented by improvements to transport connectivity including public transport, cycling and walking.	-	-	-	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy text has not been amended, scoring has not changed.	None Identified
10			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
	N	Policy text has not been amended to reflect this mitigation. However, this policy is a strategic policy and detailed enhancement is considered throughout the allocation policies. Additionally, Policy GM-G 9 concerns the enhancement of biodiversity and geodiversity.	?	?	?	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy text has not been amended, scoring has not changed.	None Identified
	N	Policy text has not been amended to reflect this mitigation. However, this policy is a strategic policy and detailed enhancement is considered throughout the allocation policies. Additionally, Policy GM-G 9 concerns the enhancement of biodiversity and geodiversity.	?	?	?	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy text has not been amended, scoring has not changed.	None Identified

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?	?	?	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	This policy makes no reference to biodiversity, green infrastructure, or geodiversity assets; therefore the effect upon this objective is uncertain.	Value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Explicitly reference enhancement and creation of multifunctional green infrastructure in development of housing and employment land	N	Policy text has not been amended to reflect this mitigation. However, this policy is a strategic policy and detailed enhancement is considered throughout the allocation policies. Additionally, Policy GM-G 2 concerns the protection, management and enhancement of the green infrastructure network and Policy GM-G 9 concerns the enhancement of biodiversity and geodiversity.	?	?	?	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy text has not been amended, scoring has not changed.	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?	?	?	D	P	Local				As above	N	Policy text has not been amended to reflect this mitigation. However, this policy is a strategic policy and detailed enhancement is considered throughout the allocation policies. Additionally, Policy GM-G 2 concerns the protection, management and enhancement of the green infrastructure network and Policy GM-G 9 concerns the enhancement of biodiversity and geodiversity.	?	?	?	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy text has not been amended, scoring has not changed.	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause more of an impact.	None identified		Given the change in emphasis in climate change in GM, it is considered that the policy could make reference to this specifically or addressed by the relevant thematic policies within the Sustainable and Resilient chapter.	o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	To be addressed by this policy or the Sustainability and Resilience Chapter.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	There are uncertain effects against this objective. However, flooding and flood risk are covered within thematic policies of the GMSF.	Increased flood risk due to further development and increase surface run off	None identified - Covered in thematic policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	?	?	?	I	P	Local				None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	?	?	?	I	P	Local				None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	There are uncertain effects against this objective as development of this scale could impact water resources without proper mitigation.	The quality and availability of water resources may be reduced	None identified - Covered in thematic policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote management practices that will protect water features from pollution?	?	?	?	I	P	Local				None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	?	?	?	I	P	Local				None identified - Covered in thematic policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Landscape quality is reduced and local character is eroded	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+ / -	+ / -	+ / -	D	P	Local	Receptors: greenfield and brownfield land Affected groups: Non identified	There are potential positive and negative effects against this objective as some of the development is proposed on brownfield land, which would have positive effects, and some of the development is proposed for existing Green Belt sites, which would have negative effects.	Loss of greenfield land	None identified			+ / -	+ / -	+ / -	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+ / -	+ / -	+ / -	I	P	Local				Make an explicit reference to the indirect effect on agricultural land.	N	Policy text has not been amended to reflect this mitigation. However, this policy is a strategic policy and detailed enhancement is considered throughout the allocation policies. Additionally, Policy GM-G 9 calls for the protection of the best and most versatile agricultural land.	+ / -	+ / -	+ / -	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy has been updated to focus on the re-use of brownfield land, this has resulted in an increasingly positive effect over the long-term against this assessment criteria.	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+ / -	+ / -	+ / -	D	P	Local				None identified			+ / -	+ / -	+ / -	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+ / -	+ / -	+ / -	I	P	Local				Make an explicit reference to the indirect effect on contaminated land.	N	Policy text has not been amended to reflect this mitigation. However, this policy is a strategic policy and detailed enhancement is considered throughout the allocation policies. Additionally, Policy GM-S 1 includes reference to bringing previously developed sites back into use, and ensuring mitigation and remediation has been implemented.	+ / -	+ / -	+ / -	Policy GM-Strat 7 concerns an area which extends eastwards from junction 18 of the M62. As the policy has been updated to focus on the re-use of brownfield land, this has resulted in an increasingly positive effect over the long-term against this assessment criteria.	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM Strat-8 Wigan Bolton Growth Corridor

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	+	+	D	P	GM	Receptors: housing market, GM population, GM economy Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy states that the Wigan-Bolton Growth Corridor will deliver a regionally-significant are of economic and residential development. As such, it will provide new homes which are in close proximity to employment uses, and the centres of Wigan and Bolton.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	+	+	D	P	GM	Receptors: GM economy Affected groups: widespread effects	The policy states that the Wigan-Bolton Growth Corridor will deliver a regionally-significant are of economic and residential development. In addition, the policy makes reference to new highways and public transport infrastructure improvements which will support this.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				Link economic growth with the growth of training and education provision	N	This policy has not been amended to include education provision. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure. Additionally, education and skills are covered by Policy GM-E 5.	o	o	o	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. As the policy has not been amended to include suggested mitigation, the scoring has not been updated.	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy makes reference to significant transport intervention including: A new highway will connect junction 26 of the M6 and junction 5 of the M61 through the construction of the M58/A49 Link Roads as well as the implementation of the Wigan and Bolton new east-west road and public transport. Measures to increase the use of the Wigan-Atherton-Manchester rail line will be implemented, potentially including conversion to allow for metro/tram-train services.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	+	+	+	D	P	W				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	P	GM/W				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	+	+	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	The policy makes reference to economic development, which will indirectly feed into the local economy and likely reduce deprivation	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programs)	Ensure that economic development will have a beneficial impact on local communities or those suffering from deprivation	N	This policy has not been amended to include reference to deprivation. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development and growth will help to reduce deprivation.	+	+	+	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. As the policy has not been amended to include suggested mitigation, the scoring has not been updated.	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	+	+	I	P	Local / GM				Ensure that economic development will have a beneficial impact on local communities or those suffering from deprivation	N	This policy has not been amended to include reference to deprivation. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development and growth will help to reduce deprivation.	+	+	+	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. As the policy has not been amended to include suggested mitigation, the scoring has not been updated.	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: all	Neutral/ no effect against this objective and assessment criteria anticipated.	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	+	+	I	P	GM/L	Receptors: infrastructure Affected groups: all	The policy makes reference to the restoration of Hulton Park, and the provision of a Ryder Cup standard golf course and associated leisure and tourism facilities.	Improved health and reduced health inequalities may occur through planning policy and other national initiatives	None identified	n/a	Policy now includes provision for the development of land at Royal Bolton Hospital, including a health village.	o	+	++	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. As the policy text has been updated to include provision for a health village, this has had an increasingly positive impact against this criteria.	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o	+	+	D	P	GM/L				None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	D	P	GM/L	Receptors: GM population Affected groups: all	The policy makes reference to the provision of economic and residential development on the Wigan- Bolton Growth Corridor. However, there is no reference to the provision of social infrastructure to support this. As such it is unknown what the impacts of this maybe.	Increased growth without provision would lead to cumulative issues	Make specific reference to social infrastructure	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure. Additionally, health is covered in Policy GM-E 6.	o	o	o	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. As the policy text has not been amended, scoring has not changed.	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	D	P	GM/L				Make specific reference to social infrastructure	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure. Although explicit reference has not been made to educational infrastructure, this is covered in Policy GM-E5.	o	o	o	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. As the policy text has not been amended, scoring has not changed.	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	D	P	GM/L				Make specific reference to social infrastructure	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure. Although explicit reference has not been made to social infrastructure, this is covered in Policy GM-E3 and GM-E 7.	o	o	o	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. As the policy text has not been amended, scoring has not changed.	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	D	P	GM/L	Receptors: GM population and the GM economy Affected groups: various / all	The policy makes reference to the provision of economic and residential development on the Wigan- Bolton Growth Corridor. However, there is no reference to the provision of education infrastructure to support this. As such it is unknown what the impacts of this maybe.	Capacity issues if new facilities are no developed in line with development	Ensure that educational facilities are linked to the growth industries identified to ensure a skilled workforce for the future	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure. Additionally, Policy GM-E 5 covers education, skills and knowledge.	o	o	o	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. As the policy text has not been amended, scoring has not changed.	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	D	P	GM/L				As above	N	Policy has not been amended to include this reference. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be supported by relevant necessary infrastructure. Additionally, Policy GM-E 5 covers education, skills and knowledge.	o	o	o	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. As the policy text has not been amended, scoring has not changed.	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	D	P	L/GM	Receptors: GM population, transport network Affected groups: Various	The policy makes reference to the provision of improved public transport including measures to increase the use of the Wigan-Atherton-Manchester rail line will be implemented, potentially including conversion to allow for metro/tram-train services.	Increased growth without provision would lead to cumulative issues	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+	+	+	D	P	L/GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	+	+	+	D	P	L/GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	-/?	-/?	-/?	I	P	GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy makes no direct reference to air quality. Increased economic development is likely to result in potentially negative impacts to air quality	Increased growth without provision would lead to cumulative issues	Ensure that economic growth takes into consideration air quality though preparing appropriate assessments and utilisation of AQMQ where necessary	N	No amendments have been made to the policy text to address mitigation comments in relation to air quality. However, this topic is covered in corresponding thematic policy GM-S 6 which covers a range of measures to support improvements in air quality.	-/?	-/?	-/?	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. As mitigation has not been applied, scoring has not been updated.	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated.	Impact on the biodiversity assets may occur in combination with other developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	-/?	-/?	-/?	I	P	L/GM/W	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Economic growth and development if not done sensitively may have a negative impact on climate change	Increase heat island and flood risk in combination with other development	Ensure that growth and development is sensitive to climate change, utilising mitigation where necessary . Ensure climate change is considered through design and construction phases	N	Policy text has not been updated to reflect climate change mitigation. Although Policy GM-S 1 covers sustainable development, this policy also does not explicitly reference climate change.	-/?	-/?	-/?	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. The policy scoring has not been updated as a result of changes not including explicit reference to climate change.	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effect against this objective and assessment criteria anticipated.	Cumulative effects of development which may affect flood risk and increase the likelihood of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage compliance with the Water Framework Directive?	o	o	o	D	P	L/GM/W	Receptors: water		The quality and	Ensure compliance with the WFD and protect water utilised in development from contamination	N	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None identified

14	Protect and improve the quality and availability of water resources	Promote management practices that will protect water features from pollution?	o	o	o	D	P	L/GM/W	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated.	The quality and availability of water resources may be affected cumulatively with cumulative development	Ensure compliance with the WFD and protect water utilised in development from contamination	N	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	D	P	L/GM/W				Ensure compliance with the WFD and protect water utilised in development from contamination	N	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	-/?	-/?	-/?	D	P	GM	Receptors: None identified Affected groups: Various	The policy does not make reference to use of energy efficiency or reduction of greenhouse gases. Economic growth would likely produce emissions and use none renewable energy, unless provision is made otherwise	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	Encourage energy efficiency through design and development phases	N	No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	-/?	-/?	-/?	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. No amendments have been made to the policy in regard to energy efficiency; therefore, the assessment has not changed.	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	-/?	-/?	D	P	GM				Encourage energy efficiency through design and development phases	N	No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	-/?	-/?	-/?	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. No amendments have been made to the policy in regard to energy efficiency; therefore, the assessment has not changed.	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	-/?	-/?	D	P	GM				Encourage energy efficiency through design and development phases	N	No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	-/?	-/?	-/?	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. No amendments have been made to the policy in regard to energy efficiency; therefore, the assessment has not changed.	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	D	P	L/GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: all	The policy does not make reference to impact on the existing landscape, townscape or heritage. Significant projects and development have the potential to affect landscape, historic environment and local character. Projects of all scales should be developed sensitively and through less harmful routes where impacts will be minimised. With investment in the economy, there will be opportunities to improve areas.	Assets maybe eroded as development comes forwards	Ensure that investment in the economy results in the opportunities to improve areas and the impacts on landscape, the historic environment and local character	N	No amendments have been made to cover this mitigation. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be seek opportunities to enhance the historic and natural environment. Although landscape is not explicitly referenced, Policy GM-E 1 covers sustainable places and states places should have a clear identity which respond to landscape features.	o	o	o	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. The policy scoring has not been updated as a result of changes not including explicit reference to landscape.	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	D	P	L/GM				Ensure that investment in the economy results in the opportunities to improve areas and the impacts on landscape, the historic environment and local character	N	No amendments have been made to cover this mitigation. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be seek opportunities to enhance the historic and natural environment. Additionally, Policy GM-E 2 covers heritage.	o	o	o	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. The policy scoring has not been updated as a result of changes not including explicit reference to heritage.	None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	D	P	L/GM				Ensure that investment in the economy results in the opportunities to improve areas and the impacts on landscape, the historic environment and local character	N	No amendments have been made to cover this mitigation. However, this corridor falls under the area covered by Policy GM-Strat 6, which states development will be seek opportunities to enhance the historic and natural environment. Additionally, Policy GM-E 1 covers sustainable places and states places should have a clear identity which respects the character of the locality.	o	o	o	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. The policy scoring has not been updated as a result of changes not including explicit reference to local character.	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	+	+	D	P	L/GM	Receptors: greenfield and brownfield land Affected groups: Non identified	The policy makes reference to a large proportion of the land being brought forward for development being previously developed land. However, the policy also makes reference to associated green belt change which may have a negative impact on this objective	Loss of greenfield land as it is developed incrementally	Covered in policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	+	+	D	P	L/GM				Covered in policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	+	+	D	P	L/GM				Covered in policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	+	+	D	P	L/GM				Covered in policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM Strat 9 - Southern Areas

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)							
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population, GM economy Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy states that in the 'Southern Areas' there will be a focus on neighbourhood quality. However, it is not clear what this refers to and if it would have an impact on the existing housing stock.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	D	P	GM/L				Specify what is meant by enhancement of neighbourhood quality
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	D	P	GM/L				None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	D	P	GM/L				None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	+	+	D	P	GM	Receptors: GM economy Affected groups: widespread effects	The policy makes reference protecting and enhancing economic competitiveness and a strong emphasis on maximising the economic potential of and benefit of investment in Manchester Airport and associated transport infrastructure.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	I	P	GM				Link the growth of jobs with the growth of training and education provision
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy makes reference to strong emphasis on maximising the economic potential of and benefit of investment in Manchester Airport and associated transport infrastructure.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified
		Improve transport connectivity?	+	+	+	D	P	W				None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	P	GM/W				None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	+	+	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	The policy makes reference to economic competitiveness, which will indirectly feed into the local economy and likely reduce deprivation	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programs)	Ensure that economic growth benefits local communities or those suffering from deprivation
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	+	+	I	P	Local / GM				Ensure that economic growth benefits local communities or those suffering from deprivation
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: all	Neutral/ no effect against this objective and assessment criteria anticipated.	Potential link to other initiatives which seek to integrate communities	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	+	+	D	P	GM/L	Receptors: infrastructure Affected groups: all	The policy makes reference to protecting and enhancing neighbourhood quality and environmental attractiveness. This is likely to have a positive impact on the health and well being of local communities, however it is not specified how this will be achieved.	Improved health and reduced health inequalities may occur through planning policy and other national initiatives	Specify how health and well being will be improved
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified
		Promote access to green space?	+	+	+	D	P	GM/L				Specify how health and well being will be improved
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	D	P	GM/L	Receptors: GM population Affected groups: all	The policy makes reference to protecting and enhancing neighbourhood quality and environmental attractiveness. This is likely to involve the provision of social infrastructure, however it is not specified how this will be achieved.	Increased growth without provision would lead to cumulative issues	Make specific reference to social infrastructure
		Ensure sufficient access to educational facilities for all children?	o	o	o	D	P	GM/L				As above
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	+	+	D	P	GM/L				As above
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	D	P	GM/L	Receptors: GM population and the GM economy Affected groups: various /all	Neutral/ no effect against this objective and assessment criteria anticipated.	Capacity issues if new facilities are no developed in line with development	Ensure that educational facilities are linked to the growth industries identified to ensure a skilled workforce for the future
		Improve educational and skill levels of the population of working age?	o	o	o	D	P	GM/L				As above
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	+	++	D	P	L/GM	Receptors: GM population, transport network Affected groups: Various	The policy makes reference to providing a strong emphasis on maximising the economic potential of and the benefits of investment in Manchester Airport and associated travel infrastructure	Increased growth without provision would lead to cumulative issues	Ensure that associate travel infrastructure prioritises active and public transport above car use
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	+	++	D	P	L/GM				Ensure that associate travel infrastructure prioritises active and public transport above car use
		Support the use of sustainable and active modes of transport?	o	+	++	D	P	L/GM				Ensure that associate travel infrastructure prioritises active and public transport above car use

2020

Ref	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
	Y	Policy has been amended to reflect what was meant by neighbourhood quality through references to a distinctive local character with good quality design with the necessary infrastructure and amenities required. Although explicit reference has not been made to neighbourhood quality, this is further covered in Policy GM-E1	+	+	+	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Policy amendments include detail on what was meant by neighbourhood quality through references to a distinctive local character with good quality design with the necessary infrastructure and amenities required. Therefore, the assessment has been updated to having a positive impact on this criteria from a neutral impact.	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
	Y	Policy text has been updated to reference necessary infrastructure, with an explicit reference to training and educational facilities though this has not been linked to the growth of jobs. However, Policy GM-E 5 covers education, skills and knowledge.	+	+	+	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Policy amendments include a reference to education and training facilities, though this has not been explicitly linked to the growth of jobs. Therefore, the assessment has been updated to having a positive impact on this criteria.	The policy could be strengthened further with linking education to jobs.
			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Y	Policy text has been updated to reflect benefits from employment opportunities. It also emphasises that in supporting the principles of inclusive growth, economic growth will help to reduce poverty with opportunities maximised.	++	++	++	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Policy amendments include a clear relationship between maximising employment opportunities and reducing poverty. Therefore, the assessment has been updated to having a positive impact on this criteria.	None identified
	Y	Policy text has been updated to reflect benefits from employment opportunities. It also emphasises that in supporting the principles of inclusive growth, economic growth will help to reduce poverty with opportunities maximised.	++	++	++	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Policy amendments include a clear relationship between maximising employment opportunities and reducing poverty. Therefore, the assessment has been updated to having a positive impact on this criteria.	None identified
5			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Y	Policy has been amended to reflect that development will be supported by sustainable travel modes, an increased quality of residential offer and improvements to local character. Although explicit reference has not been made to health and wellbeing, this is covered in Policy GM-E6	++	++	++	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Amendments to this policy reference to include sustainable travel modes, an increased quality of residential offer and improvements to local character; therefore, this assessment criteria now has a positive effect in the long-term.	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
	Y	Policy has been amended to reflect that development will be supported by sustainable travel modes, an increased quality of residential offer and improvements to local character. Although explicit reference has not been made to health and wellbeing, this is covered in Policy GM-E6	++	++	++	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Amendments to this policy reference to include sustainable travel modes, an increased quality of residential offer and improvements to local character; therefore, this assessment criteria now has a positive effect in the long-term.	None identified
7	Y	Policy has been amended to reflect that development will be supported by necessary infrastructure and amenities. Although explicit reference has not been made to social infrastructure, this is covered in Policy GM-E3, GM-E 6 and GM-E 7.	o	o	o	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Amendments to this policy reference provision of necessary infrastructure; therefore, this assessment criteria now has a positive effect in the long-term.	None identified
	Y	Policy has been amended to reflect that development will be supported by necessary infrastructure and amenities. Although explicit reference has not been made to social infrastructure, this is covered in Policy GM-E3, GM-E 5 and GM-E 7.	o	o	o	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Amendments to this policy reference provision of necessary infrastructure; therefore, this assessment criteria now has a positive effect in the long-term.	None identified
	Y	Policy has been amended to reflect that development will be supported by necessary infrastructure and amenities. Although explicit reference has not been made to social infrastructure, this is covered in Policy GM-E3 and GM-E 7.	+	+	+	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Amendments to this policy reference provision of necessary infrastructure; therefore, this assessment criteria now has a positive effect in the long-term.	None identified
8	Partially	Policy text includes reference to necessary infrastructure, although there is an explicit reference training and educational facilities though this has not been linked to growth industries. However, Policy GM-E 5 covers education, skills and knowledge.	o	o	o	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Policy scoring has not been updated as specific reference to education facilities has not been included in this policy.	None identified
	Partially	Policy text includes reference to necessary infrastructure, although there is an explicit reference training and educational facilities though this has this been linked to growth industries. However, Policy GM-E 5 covers education, skills and knowledge.	o	o	o	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Policy scoring has not been updated as specific reference to education facilities has not been included in this policy.	None identified
9	Y	Policy has been amended to reflect that development will be supported by sustainable travel modes. This is also covered in Policies GM-N3 and N5.	o	++	++	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Amendments to this policy reference to sustainable travel modes; therefore, this assessment criteria now has a positive effect from short to long term.	None identified
	Y	Policy has been amended to reflect that development will be supported by sustainable travel modes. This is also covered in Policies GM-N3 and N5.	o	++	++	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Amendments to this policy reference to sustainable travel modes; therefore, this assessment criteria now has a positive effect from short to long term.	None identified
	Y	Policy has been amended to reflect that development will be supported by sustainable travel modes. This is also covered in Policies GM-N3 and N5.	o	++	++	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Amendments to this policy reference to sustainable travel modes; therefore, this assessment criteria now has a positive effect from short to long term.	None identified

10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	P	GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy makes no direct reference to air quality. Increased economic development is likely to result in potentially negative impacts to air quality, however an enhancement of neighbourhood quality and environmental attractiveness may have a positive impact on air quality	Increased growth without provision would lead to cumulative issues	Ensure that economic growth takes into consideration air quality though preparing appropriate assessments and utilisation of AQMQ where necessary	Partially	No amendments have been made to the policy text to address mitigation comments in relation to air quality. However, this topic is covered in corresponding thematic policy GM-S 6 which covers a range of measures to support improvements in air quality.	+	+	+	Policy GM-Strat 9 focuses on sustaining southern competitiveness. As mitigation has not been applied, scoring has not been updated.	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	D	P	L/GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy makes reference to protecting and enhancing neighbourhood quality and environmental attractiveness. This may involve enhancement of biodiversity and green infrastructure, however it is not specified how this will be achieved.	Impact on the biodiversity assets may occur in combination with other developments	Ensure that ecological receptors are considered at the masterplanning stages of all potential developments	Partially	No amendments have been made to the policy text to address mitigation comments in relation to air quality. However, this topic is covered in corresponding thematic policy GM-G 9 which covers a biodiversity and geodiversity in GM	o	o	o	Policy GM-Strat 9 focuses on sustaining southern competitiveness. As mitigation has not been applied, scoring has not been updated.	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	D	P	L/GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	D	P	L/GM				Support the enhancement of green infrastructure in developments	Y	Policy has been amended to reflect that development will be supported by necessary infrastructure which includes opportunities to enhance the natural environment. Although explicit reference has not been made to green infrastructure, this is covered in Policy GM-Strat 13, GM-G2 and GM-G6.	o	+	+	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Amendments to this policy reference to seek opportunities to enhance the natural environments; therefore, this assessment criteria now has a positive effect in the long-term.	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	D	P	L/GM				As above	Y	Policy has been amended to reflect that development will be supported by necessary infrastructure which includes opportunities to enhance the natural environment. Although explicit reference has not been made to green infrastructure, this is covered in Policy GM-Strat 13, GM-G2 and GM-G6.	o	+	+	Policy GM-Strat 9 focuses on sustaining southern competitiveness. Amendments to this policy reference to seek opportunities to enhance the natural environments; therefore, this assessment criteria now has a positive effect in the long-term.	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	I	P	L/GM/W	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/ no effect against this objective and assessment criteria anticipated.	Increase heat island and flood risk in combination with other development	Ensure that growth and development is sensitive to climate change, utilising mitigation where necessary . Ensure climate change is considered through design and construction phases	Partially	Policy text has not been updated to reflect climate change mitigation. Although Policy GM-S 1 covers sustainable development , this policy also does not explicitly reference climate change.	o	o	o	Policy GM-Strat 9 focuses on sustaining southern competitiveness. The policy scoring has not been updated as a result of changes not including explicit reference to climate change.	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effect against this objective and assessment criteria anticipated.	Cumulative effects of development which may affect flood risk and increase the likelihood of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	D	P	L/GM/W	Receptors: water courses, ground water, water supplies Affected groups: Various	Does not mention water quality but economic growth and development will require additional water resources	The quality and availability of water resources may be affected cumulatively with cumulative development	Ensure compliance with the WFD and protect water utilised in development from contamination	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 9 focuses on sustaining southern competitiveness. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	D	P	L/GM/W				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 9 focuses on sustaining southern competitiveness. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	D	P	L/GM/W				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 9 focuses on sustaining southern competitiveness. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	D	P	GM	Receptors: None identified Affected groups: Various	The policy does not make reference to use of energy efficiency or reduction of greenhouse gases. Economic growth would likely produce emissions and use none renewable energy, unless provision is made otherwise	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	Encourage energy efficiency through design and development phases	Partially	No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	o	o	o	Policy GM-Strat 9 focuses on sustaining southern competitiveness. No amendments have been made to the policy in regard to energy efficiency; therefore, the assessment has not changed.	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	D	P	GM				Encourage energy efficiency through design and development phases	Partially	No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	o	o	o	Policy GM-Strat 9 focuses on sustaining southern competitiveness. No amendments have been made to the policy in regard to energy efficiency; therefore, the assessment has not changed.	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	D	P	GM				Encourage energy efficiency through design and development phases	Partially	No mention to energy has been added. Although energy efficiency is not explicitly referenced, carbon and energy are covered in Policy GM-S 2.	o	o	o	Policy GM-Strat 9 focuses on sustaining southern competitiveness. No amendments have been made to the policy in regard to energy efficiency; therefore, the assessment has not changed.	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	+	+	D	P	L/GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: all	The policy makes reference to protecting and enhancing neighbourhood quality and environmental attractiveness. This is likely to involve consideration of how to improve landscape and townscape quality, and heritage assets, however it is not specified how this will be achieved.	Assets maybe eroded as development comes forwards	Make reference to how assets will be protected and enhanced	Partially	No amendments have been made to the policy text to address mitigation comments in relation to protecting and enhancing landscape assets. However, this topic is covered in corresponding thematic policy GM-H2 which covers heritage and landscape matters	+	+	+	Policy GM-Strat 9 focuses on sustaining southern competitiveness. No amendments have been made to the policy in regard to heritage assets; therefore, the assessment has not changed.	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	+	+	+	D	P	n/a				Make reference to how assets will be protected and enhanced	Partially	No amendments have been made to the policy text to address mitigation comments in relation to protecting and enhancing heritage assets. However, this topic is covered in corresponding thematic policy GM-H2 which covers heritage matters	+	+	+	Policy GM-Strat 9 focuses on sustaining southern competitiveness. No amendments have been made to the policy in regard to heritage assets; therefore, the assessment has not changed.	None identified
		Respect, maintain and strengthen local character and distinctiveness?	+	+	+	D	P	n/a				Make reference to how assets will be protected and enhanced	Partially	No amendments have been made to the policy text to address mitigation comments in relation to protecting and enhancing local character assets. However, this topic is covered in corresponding thematic policy GM-H2 which covers heritage and local character matters	+	+	+	Policy GM-Strat 9 focuses on sustaining southern competitiveness. No amendments have been made to the policy in regard to heritage assets; therefore, the assessment has not changed.	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM Strat-10 Manchester Airport													2020						
			Assessment			Majority of effects are: direct (D) or	Majority of effects are: Temporary (T) or	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
Ref	Objective	Assessment criteria….will the GMSF	ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	+	+	D	P	Local	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	This policy makes reference to high quality new homes and therefore has a positive effect on housing provision. Additionally, the policy seeks to enhance public transport accessibility which will ensure this housing provision is well-connected with employment land, etc.	Could have cumulative effects with other local development schemes near the airport	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	?	?	?	D	P	Local				Reference the mix of homes which will be provided	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the mix of housing. However, this topic is covered in corresponding thematic policies GM-H2 and H3 which covers the affordability and type, size and design of new housing	?	?	?	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	Local				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	++	++	D	P	Local / GM / Wider	Receptors: GM population and GM economy Affected groups: widespread effects.	This policy includes development of a health and biotech cluster, supports inward investment, has provision for office floorspace, and calls for high quality services and facilities to support of Manchester Airport. It therefore has an overall positive effect on employment land.	Could have cumulative effects with other local development schemes near the airport	None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	+	+	+	D	P	Local / GM				Include education and training provision to provide varied workforce	Partially	No amendments have been made to the policy text to address mitigation comments in relation to education and training provision. However, this topic is covered in corresponding thematic policies GM-E5 which covers education, skills and knowledge	+	+	+	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	++	++	D	p	GM / Wider	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	A main aim of this policy is to greatly enhance the public transport accessibility of the area, in addition to develop Manchester Airport as a world class airport. Connectivity is an integral part of this policy; it therefore has an overall positive effect against this objective. Utilities and digital infrastructure are not mentioned; thus, this effect is uncertain.	Could have cumulative effects with other local development schemes near the airport	Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	++	++	++	D	P	Local / GM				Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	?	?	D	P	Local / GM				Include provision for enhancement of utilities and digital infrastructure alongside transport enhancements	Partially	No amendments have been made to the policy text to address mitigation comments in relation to utilities and digital infrastructure provision. However, this topic is covered in corresponding thematic policies GM-N1 and N2 which covers GM's integrated network and digital connectivity	?	?	?	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o/+	o/+	o/+	I	P	Local / GM	Receptors: GM population Affected groups: those identified as living in deprivation	This policy aims to develop Manchester Airport as an international gateway, through high quality services and facilities; the economic growth associated with this could help reduce levels of deprivation and disparity.	Link to other initiatives or investments (e.g. apprenticeships)	Explicitly link economic growth to reducing levels of poverty	Partially	No amendments have been made to the policy text to address mitigation comments in relation to explicitly linking economic growth to reducing poverty. However, this topic is covered in corresponding thematic policy GM-E1 which covers creating sustainable places and supporting economic accessibility	o/+	o/+	o/+	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o/+	o/+	o/+	I	P	Local / GM				Explicitly link economic growth to reducing levels of poverty	Partially	No amendments have been made to the policy text to address mitigation comments in relation to explicitly linking economic growth to reducing poverty. However, this topic is covered in corresponding thematic policy GM-E1 which covers creating sustainable places and supporting economic accessibility	o/+	o/+	o/+	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated.	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified. The policy only relates to one specific area.			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Neutral/no effect against this objective and assessment criteria anticipated.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				Include green space provision alongside new homes	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the provision of green space. However, this topic is covered in corresponding thematic policies GM-Strat 13, G2, G6 and G8 which cover green infrastructure and the provision of green spaces	o	o	o	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-	-	-	D	P	Local	Receptors: GM population Affected groups: all groups will be affected by this	Policy includes enhancement of accessibility and connections, and specifically mentions Wythenshawe Hospital and development of a health and biotech cluster. The effect upon this objective is negative because although healthcare and education are mentioned, it is not in terms of provision of facilities for the increasing population.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Include reference to provision of healthcare facilities	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the provision of healthcare facilities. However, this topic is covered in corresponding thematic policy GM-E6 which covers health in GM	-	-	-	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
		Ensure sufficient access to educational facilities for all children?	-	-	-	D	P	Local				Include reference to provision of educational facilities, especially in conjunction with new homes	Partially	No amendments have been made to the policy text to address mitigation comments in relation to education facilities. However, this topic is covered in corresponding thematic policies GM-E5 which covers education, skills and knowledge	-	-	-	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	-	-	-	D	P	Local				Elaborate upon connection improvements and include provision of community infrastructure alongside housing provision	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the provision of community facilities. However, this topic is covered in corresponding thematic policies GM-S1 which covers creating sustainable places and E3 which covers cultural facilities	-	-	-	Policy GM-Strat 10 focuses on Manchester Airport. Amendments to this policy reference provision of community infrastructure; therefore, this assessment criteria now has a positive effect in the long-term.	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated.	Improved skill levels of the workforce	Include reference to provision of educational facilities, especially in conjunction with new homes	Partially	No amendments have been made to the policy text to address mitigation comments in relation to education and training provision. However, this topic is covered in corresponding thematic policies GM-E5 which covers education, skills and knowledge	o	o	o	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				Include reference to provision of educational facilities, especially in conjunction with new homes	Partially	No amendments have been made to the policy text to address mitigation comments in relation to education and training provision. However, this topic is covered in corresponding thematic policies GM-E5 which covers education, skills and knowledge	o	o	o	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
		Reduce the need to travel and promote efficient patterns of movement?	+	+	+	D	P	Local / GM			Changes in travel	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

9	Promote sustainable modes of transport	Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++	++	++	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy calls for greatly enhanced public transport accessibility and will therefore have a positive effect upon this objective.	patterns as people begin to take advantage of public transport as their main form of transport	Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	+	+	+	D	P	Local / GM				Reference active and sustainable travel as a desirable mode of transport	Y	Policy has been amended to reflect that development will be supported by sustainable travel modes. This is also covered in Policies GM-N3 and N5.	++	++	++	Policy GM-Strat 10 focuses on Manchester Airport. Amendments to this policy reference to sustainable travel modes; therefore, this assessment criteria now has a positive effect from short to long term.	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	?	?	?	I	P	Local	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	While the policy includes enhancement of public transport, it also includes further development of the Manchester Airport which is not a sustainable form of transport. Air quality effects are therefore uncertain.	Increased trips by private motor vehicle and plane will worsen the air quality over time	Include reference to active travel to assist in air quality improvements	Partially	No amendments have been made to the policy text to address mitigation comments in relation to air quality. However, this topic is covered in corresponding thematic policy GM-S 6 which covers a range of measures to support improvements in air quality.	?	?	?	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	?	?	?	D	P	Local	Receptors: wildlife, landscapes and green spaces Affected groups: Various	This policy makes no reference to biodiversity, green infrastructure, or geodiversity assets; therefore the effect upon this objective is uncertain.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Mention enhancement of any existing sites	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the enhancements of existing wildlife and geological sites. However, this topic is covered in corresponding thematic policy GM-G 9 which covers a biodiversity and geodiversity in GM	?	?	?	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	?	?	?	D	P	Local				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the enhancements of existing wildlife and geological sites. However, this topic is covered in corresponding thematic policy GM-G 9 which covers a biodiversity and geodiversity in GM	?	?	?	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?	?	?	D	P	Local / GM				Explicitly reference enhancement and creation of multifunctional green infrastructure	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the provision of green infrastructure. However, this topic is covered in corresponding thematic policies GM-Strat 13, G2, G6 and G8 which cover green infrastructure and the provision of green spaces	?	?	?	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?	?	?	D	P	Local				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the provision of green infrastructure. However, this topic is covered in corresponding thematic policies GM-Strat 13, G2, G6 and G8 which cover green infrastructure and the provision of green spaces	?	?	?	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated.	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause more of an impact.	None identified			o	o	o	Policy GM- Strat 10 is focused on Manchester Airport but does not have clear policy text surrounding the climate emergency agenda following the district's climate emergency declarations.	The policy should include appropriate and clear references to the climate emergency agenda. Climate change should be made more explicit within the Sustainable and Resilient chapter and this strategic policy specifically.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated.	Increased flood risk due to further development and increase surface run off	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	The quality and availability of water resources may be reduced	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	While the policy includes enhancement of public transport, it also includes further development of the Manchester Airport which is not a sustainable form of transport. It is uncertain whether public transport enhancements will be enough to mitigate against greenhouse gas emissions from increased air travel.	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	?/-	?/-	?/-	D	P	Local / GM				Include references to active travel and green infrastructure to assist greenhouse gas mitigation	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the provision of green infrastructure. However, this topic is covered in corresponding thematic policies GM-Strat 13, G2, G6 and G8 which cover green infrastructure and the provision of green spaces. However, the policy has been amended to reflect that development will be supported by sustainable travel modes. This is also covered in Policy GM-N5.	?/+	?/+	?/+	Policy GM-Strat 10 focuses on Manchester Airport. No amendments have been made to the policy in regard to green infrastructure; therefore, the assessment has not changed with no detrimental impact is anticipated as this is covered elsewhere in the GMSF. However, wording has been added in regards to active travel and therefore the scoring has been changed to positive to support greenhouse gas mitigation.	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated.	Landscape quality is reduced and local character is eroded	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+ / -	+ / -	+ / -	D	P	Local	Receptors: greenfield and brownfield land Affected groups: Non identified	There are potential positive and negative effects against this objective as some of the development is proposed on brownfield land, which would have positive effects, and some of the development is proposed for existing Green Belt sites, which would have negative effects.	Loss of greenfield land	None identified			+ / -	+ / -	+ / -	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+ / -	+ / -	+ / -	I	P	Local				Make an explicit reference to the indirect effect on agricultural land.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the effect on agricultural land. However, this topic is covered in corresponding thematic policy GM-G9 which covers agricultural land.	+ / -	+ / -	+ / -	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+ / -	+ / -	+ / -	D	P	Local				None identified			+ / -	+ / -	+ / -	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+ / -	+ / -	+ / -	I	P	Local				Make an explicit reference to the indirect effect on contaminated land.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the effect on contaminated land. However, this topic is covered in corresponding thematic policy GM-S1 which covers sustainable	+ / -	+ / -	+ / -	Policy GM-Strat 10 focuses on Manchester Airport. As mitigation has not been applied, scoring has not been updated.	None identified
	Promote	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated.	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM Strat-11 New Carrington													2020						
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	+	+	D	P	GM	Receptors: housing market, GM population, GM economy Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy states that a new settlement will be developed at Carrington, including new dwellings. The proposal also includes employment space and a new town centre.	Could have cumulative socio-economic and environmental effects with other local development schemes	Include further reference to provision of housing, the types and tenures, connections with existing employment areas, centres and green spaces and the energy efficiency of housing stock.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the mix of housing and their connections to services and facilities. However, this topic is covered in corresponding thematic policies GM-H2 and H3 which covers the affordability and type, size and design of new housing, E1 which covers sustainable places and S2 which covers energy efficiency measures. Reference to enhancing green infrastructure and the quality of places has been included within the policy text.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				Include further reference to provision of housing, the types and tenures, connections with existing employment areas, centres and green spaces and the energy efficiency of housing stock.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the mix of housing and their connections to services and facilities. However, this topic is covered in corresponding thematic policies GM-H2 and H3 which covers the affordability and type, size and design of new housing, E1 which covers sustainable places and S2 which covers energy efficiency measures. Reference to enhancing green infrastructure and the quality of places has been included within the policy text.	o	o	o	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	GM				Include further reference to provision of housing, the types and tenures, connections with existing employment areas, centres and green spaces and the energy efficiency of housing stock.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the mix of housing and their connections to services and facilities. However, this topic is covered in corresponding thematic policies GM-H2 and H3 which covers the affordability and type, size and design of new housing, E1 which covers sustainable places and S2 which covers energy efficiency measures. Reference to enhancing green infrastructure and the quality of places has been included within the policy text.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				Include further reference to provision of housing, the types and tenures, connections with existing employment areas, centres and green spaces and the energy efficiency of housing stock.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the mix of housing and their connections to services and facilities. However, this topic is covered in corresponding thematic policies GM-H2 and H3 which covers the affordability and type, size and design of new housing, E1 which covers sustainable places and S2 which covers energy efficiency measures. Reference to enhancing green infrastructure and the quality of places has been included within the policy text.	o	o	o	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	+	+	D	P	GM	Receptors: GM economy Affected groups: widespread effects	The policy states that a new settlement will be developed at Carrington, including new employment space. The proposal also includes new dwellings and a new town centre.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				Link economic growth with the growth of training and education provision	Partially	No amendments have been made to the policy text to address mitigation comments in relation to education and training provision. However, this topic is covered in corresponding thematic policies GM-E5 which covers education, skills and knowledge	o	o	o	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy makes reference to significant transport intervention including: the Carrington Relief Road, improvements to Junction 8 of the M60 and public transport corridors which will need to be delivered to support the development of New Carrington, ensuring it is well-connected to the rest of Greater Manchester.	Could have cumulative socio-economic and environmental effects with other local development schemes	Provide further detail on the transport network supporting the growth and how the connectivity of the site will be integrated with the wider area	Y	Policy has been amended to reflect that development will be integrated with the existing communities of Carrington, Partington and Sale West, while enhancing the quality of places to ensure maximum regeneration benefits are secured with support for active travel and retaining information surrounding public transport and highway infrastructure.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. Amendments to this policy reference to active travel modes; therefore, this assessment criteria remains to have a positive effect from short to long term.	None identified
		Improve transport connectivity?	+	+	+	D	P	W				Provide further detail on the transport network supporting the growth and how the connectivity of the site will be integrated with the wider area	Y	Policy has been amended to reflect that development will be integrated with the existing communities of Carrington, Partington and Sale West, while enhancing the quality of places to ensure maximum regeneration benefits are secured with support for active travel and retaining information surrounding public transport and highway infrastructure.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. Amendments to this policy reference to active travel modes; therefore, this assessment criteria remains to have a positive effect from short to long term.	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	P	GM/W				Make reference to the utilities and digital infrastructure that will be required to support the site	Partially	No amendments have been made to the policy text to address mitigation comments in relation to utilities and digital infrastructure provision. However, this topic is covered in corresponding thematic policies GM-N1 and N2 which covers GM's integrated network and digital connectivity	+	+	+	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	+	+	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	The policy makes reference to new jobs, which will indirectly feed into the local economy and likely reduce deprivation	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programs)	Ensure that new jobs will have a beneficial impact on local communities or those suffering from deprivation	Partially	No amendments have been made to the policy text to address mitigation comments in relation to explicitly linking new jobs to have a beneficial impact on local communities or those suffering from deprivation. However, this topic is covered in corresponding thematic policy GM-E1 which covers creating sustainable places and supporting economic accessibility.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	+	+	I	P	Local / GM				Ensure that new jobs will have a beneficial impact on local communities or those suffering from deprivation	Partially	No amendments have been made to the policy text to address mitigation comments in relation to explicitly linking new jobs to have a beneficial impact on local communities or those suffering from deprivation. However, this topic is covered in corresponding thematic policy GM-E1 which covers creating sustainable places and supporting economic accessibility.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Foster good relations between different people?	+	+	+	I	P	GM/L				The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Y	Policy has been amended to reflect that development will be integrated with the existing communities of Carrington, Partington and Sale West, while enhancing the quality of places to ensure maximum regeneration benefits are secured. No amendments have been made to the policy text to address mitigation comments in relation to the tenures of housing. However, this topic is covered in corresponding thematic policies GM-H2 and H3 which covers the affordability and type, size and design of new housing.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. Amendments to this policy reference to active travel modes; therefore, this assessment criteria has been revised to have a positive effect.	None identified

5	Promote equality of opportunity and the elimination of discrimination	Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: all	The policy makes reference to Carrington to be fully integrated with the existing Partington neighbourhood	Potential link to other initiatives which seek to integrate communities	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Y	Policy has been amended to reflect that development will be integrated with the existing communities of Carrington, Partington and Sale West, while enhancing the quality of places to ensure maximum regeneration benefits are secured. No amendments have been made to the policy text to address mitigation comments in relation to the tenures of housing. However, this topic is covered in corresponding thematic policies GM-H2 and H3 which covers the affordability and type, size and design of new housing.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. Amendments to this policy reference to active travel modes; therefore, this assessment criteria has been revised to have a positive effect.	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Y	Policy has been amended to reflect that development will be integrated with the existing communities of Carrington, Partington and Sale West, while enhancing the quality of places to ensure maximum regeneration benefits are secured. No amendments have been made to the policy text to address mitigation comments in relation to the tenures of housing. However, this topic is covered in corresponding thematic policies GM-H2 and H3 which covers the affordability and type, size and design of new housing.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. Amendments to this policy reference to active travel modes; therefore, this assessment criteria has been revised to have a positive effect.	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Y	Policy has been amended to reflect that development will be integrated with the existing communities of Carrington, Partington and Sale West, while enhancing the quality of places to ensure maximum regeneration benefits are secured. No amendments have been made to the policy text to address mitigation comments in relation to the tenures of housing. However, this topic is covered in corresponding thematic policies GM-H2 and H3 which covers the affordability and type, size and design of new housing.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. Amendments to this policy reference to active travel modes; therefore, this assessment criteria has been revised to have a positive effect.	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: infrastructure Affected groups: all	Neutral/ no effect against this objective and assessment criteria anticipated	Improved health and reduced health inequalities may occur through planning policy and other national initiatives	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the provision of green space. However, this topic is covered in corresponding thematic policies GM-Strat 13, G2, G6 and G8 which cover green infrastructure and the provision of green spaces	o	o	o	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	?	?	?	D	P	GM/L	Receptors: GM population Affected groups: all	The policy makes reference to the provision of dwellings, employment uses and a new town centre. However, there is no reference to the provision of social infrastructure to support this. As such it is unknown what the impacts of this maybe.	Increased growth without provision would lead to cumulative issues	Make specific reference to social infrastructure	Partially	No amendments have been made to the policy text to address mitigation comments in relation to social infrastructure. However, this topic is covered in corresponding thematic policy GM-E1 which covers creating sustainable places with appropriate social infrastructure	?	?	?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Ensure sufficient access to educational facilities for all children?	?	?	?	D	P	GM/L				Make specific reference to social infrastructure	Partially	No amendments have been made to the policy text to address mitigation comments in relation to social infrastructure. However, this topic is covered in corresponding thematic policy GM-E1 which covers creating sustainable places with appropriate social infrastructure	?	?	?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	?	?	?	D	P	GM/L				Make specific reference to social infrastructure	Partially	No amendments have been made to the policy text to address mitigation comments in relation to social infrastructure. However, this topic is covered in corresponding thematic policy GM-E1 which covers creating sustainable places with appropriate social infrastructure	?	?	?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	?	?	?	D	P	GM/L	Receptors: GM population and the GM economy Affected groups: various / all	The policy makes reference to the provision of dwellings, employment uses and a new town centre. However, there is no reference to the provision of education infrastructure to support this. As such it is unknown what the impacts of this maybe.	Capacity issues if new facilities are no developed in line with development	Ensure that educational facilities are linked to the growth industries identified to ensure a skilled workforce for the future	Partially	No amendments have been made to the policy text to address mitigation comments in relation to education and its link with growth industries. However, this topic is covered in corresponding thematic policy GM-E5 which covers education, skills and knowledge	?	?	?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Improve educational and skill levels of the population of working age?	?	?	?	D	P	GM/L				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to education and its link with growth industries. However, this topic is covered in corresponding thematic policy GM-E5 which covers education, skills and knowledge	?	?	?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	D	P	L/GM	Receptors: GM population, transport network Affected groups: Various	The policy makes reference to the provision of improved public transport including major investment in public transport corridors.	Increased growth without provision would lead to cumulative issues	Policy could provide further detail about the active travel that will be provided on the site, and how this will fit into the wider network	Partially	No explicit amendments have been made to the policy text to address mitigation comments in relation to providing detail about active travel. However, this topic is covered in corresponding thematic policies GM-N5 which covers active travel with N1 and N3 which cover GM's integrated network and the public transport network.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+	+	+	D	P	L/GM				Policy could provide detail about how the public transport network will be improved, and if this will include bus and Metrolink	Partially	No amendments have been made to the policy text to address mitigation comments in relation to providing detail about the public transport network. However, this topic is covered in corresponding thematic policies GM-N1 and N3 which cover GM's integrated network and the public transport network.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Support the use of sustainable and active modes of transport?	+	+	+	D	P	L/GM				Policy could provide further detail about the active travel that will be provided on the site, and how this will fit into the wider network	Y	Policy has been amended to reflect that development will be supported by active travel modes. This is also covered in Policies GM-N3 and N5.	+	+	+	Policy GM-Strat 11 focuses on New Carrington. Amendments to this policy reference to active travel modes; therefore, this assessment criteria remains to have a positive effect from short to long term.	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	-/?	-/?	-/?	I	P	GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy makes no direct reference to air quality. Increased economic development is likely to result in potentially negative impacts to air quality	Increased growth without provision would lead to cumulative issues	Ensure that economic growth takes into consideration air quality though preparing appropriate assessments and utilisation of AQMQ where necessary	Partially	No amendments have been made to the policy text to address mitigation comments in relation to air quality. However, this topic is covered in corresponding thematic policy GM-S 6 which covers a range of measures to support improvements in air quality.	-/?	-/?	-/?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
	Conserve and	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife		Impact on the	Policy should make reference to protecting and enhancing wildlife and habitats	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the enhancements of existing wildlife and geological sites. However, this topic is covered in corresponding thematic policy GM-G 9 which covers a biodiversity and geodiversity in GM	o	o	o	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				Policy should make reference to protecting and enhancing wildlife and habitats	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the enhancements of existing wildlife and geological sites. However, this topic is covered in corresponding thematic policy GM-G 9 which covers a biodiversity and geodiversity in GM	o	o	o	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified

11	enhance biodiversity, green infrastructure and geodiversity assets	Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated.	biodiversity assets may occur in combination with other developments	Policy should seek to protect and enhance green infrastructure, and where appropriate establish new areas of green infrastructure	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the provision of green infrastructure. However, this topic is covered in corresponding thematic policies GM-Strat 13, G2, G6 and G8 which cover green infrastructure and the provision of green spaces	o	o	o	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				The policy should ensure that green infrastructure that is enhanced and created is accessible to all	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the accessibility and enhancement of green infrastructure. However, this topic is covered in corresponding thematic policies GM-Strat 13, G2, G6 and G8 which cover green infrastructure and the provision of green spaces	o	o	o	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	-/?	-/?	-/?	I	P	L/GM/W	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Economic growth and development if not done sensitively may have a negative impact on climate change	Increase heat island and flood risk in combination with other development	Ensure that growth and development is sensitive to climate change, utilising mitigation where necessary . Ensure climate change is considered through design and construction phases	Partially	No amendments have been made to the policy text to address mitigation comments in relation to development being sensitive to climate change throughout design and construction phases. However, this topic is covered in corresponding thematic policies GM S2 and E1 which cover energy and carbon requirements in new development and design principles for creating sustainable places	-/?	-/?	-/?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effect against this objective and assessment criteria anticipated.	Cumulative effects of development which may affect flood risk and increase the likelihood of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	D	P	L/GM/W	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated.	The quality and availability of water resources may be affected cumulatively with cumulative development	Ensure compliance with the WFD and protect water utilised in development from contamination	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 11 focuses on New Carrington. No amendments have been made to the policy in regard to the WFD and water contamination; therefore, the assessment has not changed.	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	D	P	L/GM/W				Ensure compliance with the WFD and protect water utilised in development from contamination	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 11 focuses on New Carrington. No amendments have been made to the policy in regard to the WFD and water contamination; therefore, the assessment has not changed.	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	D	P	L/GM/W				Ensure compliance with the WFD and protect water utilised in development from contamination	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	o	o	o	Policy GM-Strat 11 focuses on New Carrington. No amendments have been made to the policy in regard to the WFD and water contamination; therefore, the assessment has not changed.	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	-/?	-/?	-/?	D	P	GM	Receptors: None identified Affected groups: Various	The policy does not make reference to use of energy efficiency or reduction of greenhouse gases. Employment floorspace and new dwellings would likely produce emissions and use none renewable energy, unless provision is made otherwise	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	Encourage energy efficiency through design and development phases	Partially	No amendments have been made to the policy text to address mitigation comments in relation to development being energy efficient throughout design and construction phases. However, this topic is covered in corresponding thematic policies GM S2 and E1 which cover energy and carbon requirements in new development and design principles for creating sustainable places	-/?	-/?	-/?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	-/?	-/?	D	P	GM				Encourage energy efficiency through design and development phases	Partially	No amendments have been made to the policy text to address mitigation comments in relation to development being energy efficient throughout design and construction phases. However, this topic is covered in corresponding thematic policies GM S2 and E1 which cover energy and carbon requirements in new development and design principles for creating sustainable places	-/?	-/?	-/?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	-/?	-/?	D	P	GM				Encourage energy efficiency through design and development phases	Partially	No amendments have been made to the policy text to address mitigation comments in relation to development being energy efficient throughout design and construction phases. However, this topic is covered in corresponding thematic policies GM S2 and E1 which cover energy and carbon requirements in new development and design principles for creating sustainable places	-/?	-/?	-/?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	?	?	?	D	P	L/GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: all	The policy does not make reference to impact on the existing landscape, townscape or heritage. Significant projects and development have the potential to affect landscape, historic environment and local character. Projects of all scales should be developed sensitively and through less harmful routes where impacts will be minimised. With investment in the economy, there will be opportunities to improve areas.	Assets maybe eroded as development comes forwards	Ensure that investment in the economy results in the opportunities to improve areas and the impacts on landscape, the historic environment and local character	Partially	No amendments have been made to cover this mitigation. However, the policy will seek opportunities to enhance the quality of places and their local character. Although landscape is not explicitly referenced, Policy GM-E 1 covers sustainable places and states places should have a clear identity which respond to landscape features. Policy GM-E2 also covers heritage matters within GM.	?	?	?	Policy GM-Strat 11 focuses on New Carrington. The policy scoring has not been updated as a result of changes not including explicit reference to landscape, heritage and local character.	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	?	?	?	D	P	L/GM				Ensure that investment in the economy results in the opportunities to improve areas and the impacts on landscape, the historic environment and local character	Partially	No amendments have been made to cover this mitigation. However, the policy will seek opportunities to enhance the quality of places and their local character. Although landscape is not explicitly referenced, Policy GM-E 1 covers sustainable places and states places should have a clear identity which respond to landscape features. Policy GM-E2 also covers heritage matters within GM.	?	?	?	Policy GM-Strat 11 focuses on New Carrington. The policy scoring has not been updated as a result of changes not including explicit reference to landscape, heritage and local character.	None identified
		Respect, maintain and strengthen local character and distinctiveness?	?	?	?	D	P	L/GM				Ensure that investment in the economy results in the opportunities to improve areas and the impacts on landscape, the historic environment and local character	Partially	No amendments have been made to cover this mitigation. However, the policy will seek opportunities to enhance the quality of places and their local character. Although landscape is not explicitly referenced, Policy GM-E 1 covers sustainable places and states places should have a clear identity which respond to landscape features. Policy GM-E2 also covers heritage matters within GM.	?	?	?	Policy GM-Strat 11 focuses on New Carrington. The policy scoring has not been updated as a result of changes not including explicit reference to landscape, heritage and local character.	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	?	?	?	D	P	L/GM	Receptors: greenfield and brownfield land Affected groups: Non identified	The policy does not make reference to the use of either greenfield or brownfield land. As such, this impact on this objective is unknown.	Loss of greenfield land as it is developed incrementally	Ensure that the policy prioritises a brownfield land first approach	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the use of brownfield land. However, this topic is covered in corresponding thematic policy GM-S1 which covers sustainable development	?	?	?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	?	?	?	D	P	L/GM				Ensure that the policy prioritises a brownfield land first approach	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the use of brownfield land. However, this topic is covered in corresponding thematic policy GM-S1 which covers sustainable development	?	?	?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	?	?	?	D	P	L/GM				Ensure that the policy prioritises a brownfield land first approach	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the use of brownfield land. However, this topic is covered in corresponding thematic policy GM-S1 which covers sustainable development	?	?	?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified

		Support reductions in land contamination through the remediation and reuse of previously developed land?	?	?	?	D	P	L/GM				Ensure that the policy prioritises a brownfield land first approach	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the use of brownfield land. However, this topic is covered in corresponding thematic policy GM-S1 which covers sustainable development	?	?	?	Policy GM-Strat 11 focuses on New Carrington. As mitigation has not been applied, scoring has not been updated.	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM Strat-12 Main Town Centres

Ref	Objective	Assessment criteria….will the GMSF	Assessment (2019) ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020 Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment (2020) ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	+	+	D	P	Local	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	This policy makes reference to significantly increasing the resident population of main town centres and along key public transport corridors into the main town centres and therefore has a positive effect on housing provision. Additionally, the policy seeks to expand the role of centres as economic drivers which will ensure this housing provision is well-connected with employment land, etc.	Could have cumulative effects with other local development schemes within main town centres.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	?	?	?	D	P	Local				Reference what mix of housing will be sought in order to increase the resident population	Y	Policy text now includes reference to providing a mix of type and size of dwellings.	o	+	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As the text has been updated to reflect varying types of homes, the assessment has been updated from an uncertain effect to a positive one in the medium- and long-term.	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	++	++	D	P	Local				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	+	+	D	P	Local / GM / Wider	Receptors: GM population and GM economy Affected groups: widespread effects.	This policy calls for main town centres to strengthen their role as local economic drivers, which will have a positive effect on employment land. The policy additionally calls for main town centres to develop as public transport hubs, which will support connectivity for this land.	Could have cumulative effects with other local development schemes within main town centres.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				Mention education provision as aim for main town centres in order to meet goals of policy	Partially	Policy has been amended to state that development will be supported by necessary infrastructure. Additionally, education and skills are covered by Policy GM-E 5.	o	o	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As the policy includes provision for necessary infrastructure but has not been amended to include specific reference to education, the scoring has increased to positive only in the long-term.	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	p	GM / Wider	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	This policy specifies the role of main town centres as key public transport hubs, to enable residents to access opportunities. It will therefore have a positive effect on transport connectivity and ensuring the transport network can support development.	Could have cumulative effects with other local development schemes within main town centres.	Encourage active travel into town centres as well as use of public transport, and linking in to wider networks	Y	Policy has been amended to state that development will be supported by necessary infrastructure, and by a network of active travel routes.	+	+	++	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. The added focus on necessary infrastructure and active travel routes has increased the positive effect of this policy in the long-term.	None identified
		Improve transport connectivity?	+	+	+	D	P	Local / GM				As above	Y	Policy has been amended to state that development will be supported by necessary infrastructure, and by a network of active travel routes.	+	+	++	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. The added focus on necessary infrastructure and active travel routes has increased the positive effect of this policy in the long-term.	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	?	?	D	P	GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o/+	o/+	o/+	I	P	Local / GM	Receptors: GM population Affected groups: those identified as living in deprivation	This policy aims to strengthen the role of main town centres as local economic drivers; this economic growth could help reduce levels of deprivation and disparity.	Link to other initiatives or investments (e.g. apprenticeships)	Explicitly link economic growth in main town centres to reducing levels of poverty	Y	The policy has been updated to link development and growth to reducing levels of poverty and delivering inclusive growth.	+	+	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. Amendments include emphasising the relationship between growth and reducing poverty. Therefore, scoring has been updated from neutral or positive, to having a positive effect on this criteria.	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o/+	o/+	o/+	I	P	Local / GM				Explicitly link economic growth in main town centres to reducing levels of poverty	Y	The policy has been updated to link development and growth to reducing levels of poverty and delivering inclusive growth.	+	+	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. Amendments include emphasising the relationship between growth and reducing poverty. Therefore, scoring has been updated from neutral or positive, to having a positive effect on this criteria.	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: various, depending on locality	Policy states the main town centres should act as key public transport hubs, which will enable residents to access opportunities across Greater Manchester as well as within main town centres themselves. This policy therefore has a positive effect on accessibility and opportunity.	Potential link to other initiatives which seek to integrate communities	Reference role of public spaces in allowing residents to interact	Partially	Reference to improved public spaces has been added to the policy in terms of physical environment, but the social importance of this space for interaction is not emphasised. However, Policy GM-E 1 states that sustainable places should be legible and should include places to rest for people of all mobility levels.	o	o	o	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. Scoring has not been updated as the social value of public realm has not been included in policy.	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+	+	+	D	P	Local / GM				Accessing opportunities is mentioned; could be expanded upon to include equality	Y	Policy has been amended to state that development will offer opportunity to deliver inclusive growth.	+	+	++	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As the policy now includes reference to inclusive growth, scoring has been amended to reflect an increased positive effect in the long-term.	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified. The policy only relates to town centres which are urban.			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Policy does not reference green space. Yet as main town centres are developed and enhanced, it is important for green space to be considered.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	?	?	?	D	P	Local / GM				Explicitly link development of centres and housing provision, to provision and enhancement of green spaces	Y	Policy has been updated to reference improvise public spaces and green infrastructure, as well as improved access to opportunities.	+	+	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. This policy states development will be supported by necessary infrastructure including improved public spaces and green infrastructure. Therefore, the scoring has been updated from uncertain to having a positive impact for this criteria.	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-	-	-	D	P	Local	Receptors: GM population Affected groups: all groups will be affected by this	Policy does not mention healthcare or education; therefore, effects are negative as residential population will increase without addressing social infrastructure. In describing the role of main town centres, both leisure and cultural activity are referenced; these aims could have a positive effect on community social infrastructure.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	Include reference to provision of healthcare facilities	Partially	Policy has been amended to include the provision of necessary infrastructure; however, healthcare facilities are not explicitly mentioned. Additionally, health is covered in Policy GM-E 6.	o	o	o	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As the policy text has been slightly amended, the impact has been updated from negative to neutral.	None identified
		Ensure sufficient access to educational facilities for all children?	-	-	-	D	P	Local				Include reference to provision of educational facilities, especially in conjunction with increased resident population	Partially	Policy has been amended to include the provision of necessary infrastructure. Although explicit reference has not been made to educational infrastructure, this is covered in Policy GM-E5.	o	o	o	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As the policy text has been slightly amended, the impact has been updated from negative to neutral.	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+ / ?	+ / ?	+ / ?	D	P	Local				Elaborate upon leisure and cultural provision and possibly include provision for recreation	Partially	Policy has been amended to include the provision of necessary infrastructure and the policy already includes mention of leisure and cultural activity. Although explicit reference has not been made to social infrastructure, this is covered in Policy GM-E3 and GM-E 7.	+	+	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As the policy text has been slightly amended, the impact has been updated from uncertain or positive, to positive.	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated.	Improved skill levels of the workforce	Include reference to provision of educational facilities, especially in conjunction with increased resident population	Partially	Policy has been amended to include the provision of necessary infrastructure. Although explicit reference has not been made to educational infrastructure, this is covered in Policy GM-E5.	o	o	o	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. The scoring has not changed as provision is not specifically referenced for educational facilities.	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				Include reference to provision of educational facilities, especially in conjunction with increased resident population	Partially	Policy has been amended to include the provision of necessary infrastructure. Although explicit reference has not been made to educational infrastructure, this is covered in Policy GM-E5.	o	o	o	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. The scoring has not changed as provision is not specifically referenced for educational facilities.	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	This policy references main town centres as key public transport hubs, to enable local residents to access opportunities. It will therefore have a positive effect upon this objective.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Include increased connectivity as a transport aim for main town centres	Y	The policy has been updated to mention improved access to opportunities, including to major transport hubs.	+	+	++	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As the policy text has been amended to include improved access to existing transport hubs, this has resulted in an increasingly positive effect on this criteria in the long-term.	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++	++	++	D	P	Local / GM				Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	+	+	+	D	P	Local / GM				Reference active and sustainable travel as a desirable mode of transport	Y	The policy has been updated to reference development being supported by a network of active travel modes. Text already referenced proximity of main town centres to public transport hubs.	+	++	++	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As the policy text has been amended to include a network of active travel routes, this has resulted in an increasingly positive effect on this criteria in the long-term.	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	+	+	I	P	Local	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	This policy references main town centres as key public transport hubs; this will therefore have a positive effect on air quality in the long term.	Increased trips by private motor vehicle will worsen the air quality over time	Include reference to active travel to assist in air quality improvements	Partially	The policy has been updated to reference development being supported by a network of active travel modes. Text already referenced proximity of main town centres to public transport hubs. Although no reference to air quality has been included, this is covered through Policy GM-S 6.	+	+	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As reference has been included to active travel routes but not air quality mitigation, the scoring has been updated from neutral to positive in the short-term.	None identified
		Provide opportunities to enhance new and existing wildlife and geological sites?	?	?	?	D	P	Local				Mention enhancement of any existing sites	N	Policy text has not been amended to reflect this mitigation. However, this policy is a strategic policy and detailed enhancement is considered throughout the allocation policies. Additionally, Policy GM-G 9 concerns the enhancement of biodiversity and geodiversity.	?	?	?	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As the policy text has not been amended, scoring has not changed.	None identified

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	?	?	?	D	P	Local	Receptors: wildlife, landscapes and green spaces Affected groups: Various	This policy makes no reference to biodiversity, green infrastructure, or geodiversity assets; therefore the effect upon this objective is uncertain.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	As above	N	Policy text has not been amended to reflect this mitigation. However, this policy is a strategic policy and detailed enhancement is considered throughout the allocation policies. Additionally, Policy GM-G 9 concerns the enhancement of biodiversity and geodiversity.	?	?	?	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As the policy text has not been amended, scoring has not changed.	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?	?	?	D	P	Local / GM				Explicitly reference enhancement and creation of multifunctional green infrastructure in main town centres	Y	The policy has been amended to include new and improved green infrastructure. Additionally, Policy GM-G 2 concerns the protection, management and enhancement of the green infrastructure network and Policy GM-G 9 concerns the enhancement of biodiversity and geodiversity.	o	+	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As reference has been included to green infrastructure, the scoring has been updated from uncertain to positive in the medium- and long-term, and to neutral in the short-term.	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?	?	?	D	P	Local				As above	Y	The policy has been amended to include new and improved green infrastructure. Additionally, Policy GM-G 2 concerns the protection, management and enhancement of the green infrastructure network and Policy GM-G 9 concerns the enhancement of biodiversity and geodiversity.	o	+	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As reference has been included to green infrastructure, the scoring has been updated from uncertain to positive in the medium- and long-term, and to neutral in the short-term.	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated.	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause more of an impact.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated.	Increased flood risk due to further development and increase surface run off	None identified - Covered in thematic policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified - Covered in thematic policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified - Covered in thematic policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	The quality and availability of water resources may be reduced	None identified - Covered in thematic policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified - Covered in thematic policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified - Covered in thematic policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	?	?	?	D	P	Local	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	This policy states that development will be carefully managed to ensure local distinctiveness of each centre is retained and enhanced and will therefore have a positive effect upon strengthening local character.	Landscape quality is reduced and local character is eroded	Include reference to landscape and public realm enhancement	Y	This policy has been updated to include improved public spaces, and to include enhancement to natural assets. Although landscape is not explicitly referenced, Policy GM-E 1 covers sustainable places and states places should have a clear identity which respond to landscape features.	o	+	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As reference has been included to public spaces, the scoring has been updated from uncertain to positive in the medium- and long-term, and to neutral in the short-term.	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	?	?	?	D	P	Local				Include reference to conservation and enhancement of historic assets	Y	This policy has been updated to include enhancement to historic assets. Additionally, Policy GM-E 2 concerns conservation of heritage assets.	o	+	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As reference has been included to historic assets, the scoring has been updated from uncertain to positive in the medium- and long-term, and to neutral in the short-term.	None identified
		Respect, maintain and strengthen local character and distinctiveness?	++	++	++	D	P	Local				Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	++	++	++	D	P	Local	Receptors: greenfield and brownfield land Affected groups: Non identified	There are positive effects against this objective as the development would be on brownfield land which would support this objective	Loss of greenfield land	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	+	+	I	P	Local				Make an explicit reference to the indirect effect on agricultural land.	N	Policy text has not been amended to reflect this mitigation. However, Policy GM-G 9 calls for the protection of the best and most versatile agricultural land.	+	+	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As the policy has not been amended for this mitigation, scoring has not been updated.	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	++	++	++	D	P	Local				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	+	+	I	P	Local				Make an explicit reference to the indirect effect on contaminated land.	N	Policy text has not been amended to reflect this mitigation. However, Policy GM-S 1 includes reference to bringing previously developed sites back into use, and ensuring mitigation and remediation has been implemented.	+	+	+	Policy GM-Strat 12 covers the role main town centres will play as economic drivers. As the policy has not been amended for this mitigation, scoring has not been updated.	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated.	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM-Strat 13 Strategic GI													2020							
Ref	Objective	Assessment criteria....will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, local / GM population where sites come forward Affected groups: Housing with an undersupply of green infrastructure is more likely to affect those already living in deprivation and with disabilities	Policy refers to protecting and enhance strategic green infrastructure within Greater Manchester. This will have a positive impact on access to green space.	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programmes)	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o/-	o/-	o/-	Policy GM- Strat 13 is focused on green infrastructure but has no specific reference to opportunities for accessible design. As such, the scoring has been changed and the potential impacts of the policy on opportunities for accessible design is neutral to negative. Further mitigation is suggested for the policy.	The policy should include reference to accessibility standards when discussing access to green infrastructure
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	+	+	D	P	Local / GM	Receptors: built environment, air quality Affected groups: various	Protecting and enhancing the green infrastructure within GM will have positive impacts on human health through supporting healthier lifestyles	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	Stress health benefits and the connection between recreation/active transport and improved health. Include reference to accessible green infrastructure	Yes	The policy has been updated to mention residents maximising health and wellbeing benefits of green infrastructure.	+	++	++	Policy GM-Strat 13 focuses on the protection and enhancement of strategic green infrastructure assets. Due to this mitigation being partially applied, scoring has been updated to include an increasingly positive effect over time.	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				As above	Partially	The policy has been updated to mention residents maximising health and wellbeing benefits of green infrastructure. No mention has been included regarding accessibility.	o	o	+	Policy GM-Strat 13 focuses on the protection and enhancement of strategic green infrastructure assets. Due to this mitigation being partially applied, scoring has been updated to include an increasingly positive effect over time.	None identified
		Promote access to green space?	+	+	+	D	P	Local / GM				Include reference to accessible green infrastructure	Partially	The policy has not been updated to reference accessibility of green infrastructure. However, this is covered by GM N1 which addresses access to greenspace and green infrastructure.	+	+	+	Policy GM-Strat 13 focuses on the protection and enhancement of strategic green infrastructure assets. Scoring has not been updated to reflect this mitigation not being applied.	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated	Increased access coupled with population growth may present capacity issues	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Capacity issues if facilities are not developed at same rate as residential developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	I	P	Local/GM	Receptors: GM population, transport network Affected groups: Various	The protection and enhancement of green infrastructure assets such as river valleys and waterways, and trees and woodlands are likely to encourage more active modes of transport such as walking and cycling, as they provide an improved environment in which to undertake these activities	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Identify the link between green infrastructure and sustainable transport	Partially	Policy has not been updated to include reference to sustainable transport. However, this topic is covered through Policy GM-N 1 which concerns integrating the transport network.	+	+	+	Policy GM-Strat 13 focuses on the protection and enhancement of strategic green infrastructure assets. As the policy was not updated in regard to this mitigation, the scoring has not been updated.	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+	+	+	I	P	Local/GM				As above	Partially	Policy has not been updated to include reference to sustainable transport. However, this topic is covered through Policy GM-N 1 which concerns integrating the transport network.	+	+	+	Policy GM-Strat 13 focuses on the protection and enhancement of strategic green infrastructure assets. As the policy was not updated in regard to this mitigation, the scoring has not been updated.	None identified
		Support the use of sustainable and active modes of transport?	+	+	+	I	P	Local/GM				As above	Partially	Policy has not been updated to include reference to sustainable transport. However, this topic is covered through Policy GM-N 1 which concerns integrating the transport network.	+	+	+	Policy GM-Strat 13 focuses on the protection and enhancement of strategic green infrastructure assets. As the policy was not updated in regard to this mitigation, the scoring has not been updated.	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	p	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Policy directly discusses the potential of GI to enhance air quality through reduction of emissions and removal of pollutants from air	Increased trips by private motor vehicle will worsen the air quality over time if sustainable modes are not utilised	Stress health benefits and the connection between active transport and improved air quality	Partially	Text has been added to the policy emphasising the health and wellbeing benefits of green infrastructure. Although air quality is not referenced, this topic is covered in corresponding thematic policy GM-S 6 which covers a range of measures to support improvements in air quality.	+	+	+	Policy GM-Strat 8 is situated within the area covered by GM-Strat 6 and supports economic and residential growth in the Wigan-Bolton corridor. As mitigation has not been applied regarding air quality, scoring has not been updated.	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	+	+	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The protection and enhancement of green infrastructure assets will have a direct positive impact on the conservation and enhancement of biodiversity and geodiversity assets, and on the provision of green infrastructure.	Impact on biodiversity assets may occur in conjunction with other developments	Add reference to protecting and enhancing ecological value	Y	Text has been updated to include protection and enhancement of sites of ecological value.	+	++	++	Policy GM-Strat 13 focuses on the protection and enhancement of strategic green infrastructure assets. As the policy has been updated to include the protection and enhancement of ecological sites, scoring shows this will have an increasingly positive effect against this assessment criteria.	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+	+	+	D	P	Local / GM / Wider				Add reference to protecting and enhancing ecological value	Y	Text has been updated to include protection and enhancement of sites of ecological value.	+	++	++	Policy GM-Strat 13 focuses on the protection and enhancement of strategic green infrastructure assets. As the policy has been updated to include the protection and enhancement of ecological sites, scoring shows this will have an increasingly positive effect against this assessment criteria.	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++	++	++	D	P	Local / GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	++	++	++	D	P	Local				Include reference to accessible green infrastructure	Partially	The policy has not been updated to reference accessibility of green infrastructure. However, policies throughout chapter GM-G cover specific green infrastructure assets in further detail.	++	++	++	Policy GM-Strat 13 focuses on the protection and enhancement of strategic green infrastructure assets. Scoring has not been updated to reflect this mitigation not being applied.	None identified

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	+	+	I	P	Local / GM	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Provision of green infrastructure has indirect links to flood risk mitigation such as improved drainage and resilience	Increased urban heat island effect and flood risk in combination with other development	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Provision of green infrastructure has indirect links to flood risk mitigation such as improved drainage and resilience	Other development which may affect flood risk and increase likelihood of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	+	+	+	I	P	L / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	+	+	+	I	P	L / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	+	+	I	P	L / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	+	+	+	D	P	L / GM	Receptors: water courses, ground water, water supplies Affected groups: Various	The policy makes reference to the protection and enhancement of blue infrastructure including River valleys and waterways, and lowland wetlands	Both quality and availability of water resources may be impacted by other development	Consider including reference to Water Framework Directive as an aim	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	+	+	+	Policy GM-Strat 13 focuses on the protection and enhancement of strategic green infrastructure assets. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None identified
		Promote management practices that will protect water features from pollution?	+	+	+	D	P	L				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	+	+	+	D	P	W				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: Climate Affected groups: All	Neutral/no effect against this objective and assessment criteria anticipated	GI will help mitigate the increased greenhouse gas emissions are more developments are built	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Landscape and heritage may be eroded over time as development comes forward	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Loss of greenfield land as it is developed incrementally	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation with other schemes; intradevelopment effects as a number of locations are taken forward	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

A Sustainable and Integrated Transport Network													2020						
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionatly affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy makes reference to the expansion of the rapid transit network in Greater Manchester. As such, this would provide connections between housing and employment land to more neighbourhoods	Could have cumualtive effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy makes reference to the expansion of the rapid transit network in Greater Manchester. As such, this would provide connections to employment land.	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	++	++	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy makes reference to the expansion of the rapid transit network in Greater Manchester. As such, this is a significant investment and improvement in the transport network and connectivity for a greater number of GM neighbourhoods	Could have cumulative effects with other local development schemes.	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	++	++	++	D	P	GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	n/a	Make explicit reference to supporting reducing levels of poverty, connecting to deprived neighbourhoods	N	This policy has not been amended to include reference to deprivation. However, Policy GM-E 1 states that in order for places to be sustainable, that they must be socially inclusive and respond to needs of all parts of society.	o	o	o	Policy GM-Strat 14 focuses on improving the transport network to ensure it's sustainable and integrated. As the policy has not been amended to include suggested mitigation, the scoring has not been updated.	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				Make explicit reference to supporting reducing levels of poverty, connecting to deprived neighbourhoods	N	This policy has not been amended to include reference to deprivation. However, Policy GM-E 1 states that in order for places to be sustainable, that they must be socially inclusive and respond to needs of all parts of society.	o	o	o	Policy GM-Strat 14 focuses on improving the transport network to ensure it's sustainable and integrated. As the policy has not been amended to include suggested mitigation, the scoring has not been updated.	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	The policy makes reference to investment in bus rapid transit networks. Although it is not referenced specifically, the use of bus rapid transit would be available to a wide range of the population	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+	+	+	D	P	Local/GM				There should be an explicit reference to ensuring equal access to transport infrastructure for all	Y	This policy now includes reference to greater access to the transport network and to opportunities for people across GM.	+	+	++	Policy GM-Strat 14 focuses on improving the transport network to ensure it's sustainable and integrated. As the policy has been updated to emphasise greater access for all to the transport network, this has resulted in an increased positive impact against this criteria in the long-term.	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	D	P	Local/GM				There should be an explicit reference to ensuring equal access to transport infrastructure for all	Y	This policy now includes reference to greater access to the transport network and to opportunities for people across GM.	o	o	+	Policy GM-Strat 14 focuses on improving the transport network to ensure it's sustainable and integrated. As the policy has been updated to emphasise greater access for all to the transport network, this has resulted in an increased positive impact against this criteria in the long-term.	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				There should be an explicit reference to ensuring equal access to transport infrastructure for all, including people living in different area and not just city and town centre focused	Y	This policy now includes reference to greater access to the transport network and to opportunities for people across GM.	o	o	+	Policy GM-Strat 14 focuses on improving the transport network to ensure it's sustainable and integrated. As the policy has been updated to emphasise greater access for all to the transport network, this has resulted in an increased positive impact against this criteria in the long-term.	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o/+	o/+	o/+	I	P	L	Receptors: GM population Affected groups: all groups will be affected by this	The policy refers to the provision of more wide spread bus rapid transit services which might improve access to healthcare, education and recreation space for local populations	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	The policy should make specific reference to ensuring that the rapid transit would connect to social infrastructure	N	Policy has not been amended to include this reference. However, health is covered in Policy GM-E 6.	o/+	o/+	o/+	Policy GM-Strat 14 focuses on improving the transport network to ensure it's sustainable and integrated. As the policy text has not been amended, scoring has not changed.	To further strengthen the policy it is recommended that the policy makes a link between rapid transit and social infrastructure.
		Ensure sufficient access to educational facilities for all children?	o/+	o/+	o/+	I	P	L				as above	N	Policy has not been amended to include this reference. However, education and skills are covered in Policy GM-E5.	o/+	o/+	o/+	Policy GM-Strat 14 focuses on improving the transport network to ensure it's sustainable and integrated. As the policy text has not been amended, scoring has not changed.	To further strengthen the policy it is recommended that the policy makes a link between rapid transit and social infrastructure.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o/+	o/+	o/+	I	P	L				As above	N	Policy has not been amended to include this reference. Although explicit reference has not been made to social infrastructure, this is covered in Policy GM-E3 and GM-E 7.	o/+	o/+	o/+	Policy GM-Strat 14 focuses on improving the transport network to ensure it's sustainable and integrated. As the policy text has not been amended, scoring has not changed.	To further strengthen the policy it is recommended that the policy makes a link between rapid transit and social infrastructure.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Improved skill levels of the workforce	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	++	++	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy has a positive effect against this assessment criteria. The policy encourages use of rapid transit and therefore a reduction on reliance of cars	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++	++	++	D	P	Local / GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	++	++	++	D	P	Local / GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	p	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy encourages the use of public transport and therefore encourages a reduction in carbon emissions from car which is likely to have a positive impact on air quality.	Increased trips by private motor vehicle will worsen the air quality over time	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause more of an impact.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	The quality and availability of water resources may be reduced	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	+	+	I	P	GM / W	Receptors: None identified Affected groups: Various	The policy encourages public transport and therefore encourages a reduction in carbon emissions from car use which is likely to have a positive impact on the reduction of green house gas production and a reduction in energy use	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	D	P	GM / W				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	+	I	P	GM / W				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

Sustainable and Resilient Greater Manchester

GM S1 - Sustainable Development													2020						
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any <u>specific sensitive receptors</u> where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	O	O	O	N/A	N/A	N/A	Receptors: transport network, road network, road users, utility network/customers, built environment, green spaces, employment. Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated.	Improved levels of economic growth with the retention of skilled workers. Reductions of inequalities in terms of access to housing. Well connected areas to employment sites which will encourage the use of public transport and reduce greenhouse gas emissions.	The policy could be more specific and detail how housing provision will be carried out in a sustainable way across all three areas mentioned (economic, environmental and social).	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing how residential development will be provided in a sustainable manner. However, this topic is covered in corresponding thematic policies GM E1 which covers the requirement for all development to be well connected and S2 which covers the carbon and energy requirements of development	O	O	O	Policy GM- S1 is focused on sustainable development but no specific reference to how development is delivered. As such, the scoring has not been changed and the potential impacts of the policy remains neutral. However, the mitigation was suggested to strengthen the policy and it is not anticipated that there would be a detrimental impact as a result of the policy on connectivity and therefore no further mitigation is suggested.	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing how residential development will be provided in a sustainable manner. However, this topic is covered in corresponding thematic policies GM E1 which covers the requirement for all development to be well connected and S2 which covers the carbon and energy requirements of development	O	O	O	Policy GM- S1 is focused on sustainable development but no specific reference to how development is delivered. As such, the scoring has not been changed and the potential impacts of the policy remains neutral. However, the mitigation was suggested to strengthen the policy and it is not anticipated that there would be a detrimental impact as a result of the policy on connectivity and therefore no further mitigation is suggested.	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing how residential development will be provided in a sustainable manner. However, this topic is covered in corresponding thematic policies GM E1 which covers the requirement for all development to be well connected and S2 which covers the carbon and energy requirements of development	O	O	O	Policy GM- S1 is focused on sustainable development but no specific reference to how development is delivered. As such, the scoring has not been changed and the potential impacts of the policy remains neutral. However, the mitigation was suggested to strengthen the policy and it is not anticipated that there would be a detrimental impact as a result of the policy on connectivity and therefore no further mitigation is suggested.	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing how residential development will be provided in a sustainable manner. However, this topic is covered in corresponding thematic policies GM E1 which covers the requirement for all development to be well connected and S2 which covers the carbon and energy requirements of development	O	O	O	Policy GM- S1 is focused on sustainable development but no specific reference to how development is delivered. As such, the scoring has not been changed and the potential impacts of the policy remains neutral. However, the mitigation was suggested to strengthen the policy and it is not anticipated that there would be a detrimental impact as a result of the policy on connectivity and therefore no further mitigation is suggested.	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: All	Neutral/no effect against this objective and assessment criteria anticipated.	Since housing will be well serviced by transport infrastructure, the demand for jobs will increase. However, The retention of skilled workers will improve GM economy which could produce new employment and skill opportunities in the future.	The policy could be more specific and detail how employment land will be provided in a sustainable way across all three areas mentioned (economic, environmental and social).	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing how employment land will be provided in a sustainable manner. However, this topic is covered in corresponding thematic policies GM E1 which covers the requirement for all development to be well connected and S2 which covers the carbon and energy requirements of development	O	O	O	Policy GM- S1 is focused on sustainable development but no specific reference to how development is delivered. As such, the scoring has not been changed and the potential impacts of the policy remains neutral. However, the mitigation was suggested to strengthen the policy and it is not anticipated that there would be a detrimental impact as a result of the policy on connectivity and therefore no further mitigation is suggested.	None identified
		Support education and training to provide a suitable labour force for future growth?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing how employment land will be provided in a sustainable manner. However, this topic is covered in corresponding thematic policies GM E1 which covers the requirement for all development to be well connected and S2 which covers the carbon and energy requirements of development	O	O	O	Policy GM- S1 is focused on sustainable development but no specific reference to how development is delivered. As such, the scoring has not been changed and the potential impacts of the policy remains neutral. However, the mitigation was suggested to strengthen the policy and it is not anticipated that there would be a detrimental impact as a result of the policy on connectivity and therefore no further mitigation is suggested.	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing how employment land will be provided in a sustainable manner. However, this topic is covered in corresponding thematic policies GM E1 which covers the requirement for all development to be well connected and S2 which covers the carbon and energy requirements of development	O	O	O	Policy GM- S1 is focused on sustainable development but no specific reference to how development is delivered. As such, the scoring has not been changed and the potential impacts of the policy remains neutral. However, the mitigation was suggested to strengthen the policy and it is not anticipated that there would be a detrimental impact as a result of the policy on connectivity and therefore no further mitigation is suggested.	None identified
		Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing how transport will link into sustainable development. However, this topic is covered in corresponding thematic policies GM E1 which covers the requirement for all development to be well connected and N1 which covers GM's integrated network	O	O	O	Policy GM- S1 is focused on sustainable development but no specific reference to how transport will link into sustainable development is mentioned. As such, the scoring has not been changed and the potential impacts of the policy remains neutral. However, the mitigation was suggested to strengthen the policy and it is not anticipated that there would be a detrimental impact as a result of the policy on connectivity and therefore no further mitigation is suggested.	None identified

3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Improve transport connectivity?	O	O	O	N/A	N/A	N/A	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated.	Increased congestion on public transport.	The policy could be more specific about how transport will link into sustainable development.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing how transport will link into sustainable development. However, this topic is covered in corresponding thematic policies GM E1 which covers the requirement for all development to be well connected and N1 which covers GM's integrated network	O	O	O	Policy GM- S1 is focused on sustainable development but no specific reference to how transport will link into sustainable development is mentioned. As such, the scoring has not been changed and the potential impacts of the policy remains neutral. However, the mitigation was suggested to strengthen the policy and it is not anticipated that there would be a detrimental impact as a result of the policy on connectivity and therefore no further mitigation is suggested.	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing how transport will link into sustainable development. However, this topic is covered in corresponding thematic policies GM E1 which covers the requirement for all development to be well connected and N1 which covers GM's integrated network	O	O	O	Policy GM- S1 is focused on sustainable development but no specific reference to how transport will link into sustainable development is mentioned. As such, the scoring has not been changed and the potential impacts of the policy remains neutral.	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	?	?	?	I	P	GM	Receptors: GM population Affected groups: Lower socio-economic groups and deprived areas.	The policy mentions how developments will simultaneously maximise economic, social and environmental benefits. If all three of these areas are combined then deprivation and reductions in poverty will be indirectly reduced.	Reduced housing inequalities and a better IMD for 'barriers to housing' domain	Covered in policy			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	?	?	?	I	P	GM							?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated.	Improved community cohesion as different people have access to a variety of housing and can form good relationships.	Include detail on how resilience can be incorporated into communities so good relations between members of communities can be established.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to incorporating resilience into communities. However, this is covered by corresponding thematic policy GM E1 which covers creating sustainable and resilient places	O	O	O	Policy GM- S1 is focused on sustainable development but has no specific reference to incorporating resilience into communities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for tackling inequalities remains neutral.	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	O	O	N/A	N/A	GM				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	O	O	O	N/A	N/A	N/A	Receptors: built environment, air quality, green spaces and cycling Affected groups: various	Neutral/no effect against this objective and assessment criteria anticipated.	Improved health and reduced health inequalities through positive planning and the promotion of walking and cycling. Could be unequal access to green spaces in higher and lower density areas.	The policy could be more specific.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to healthier lifestyles. However, this is covered by corresponding thematic policies GM E1 which covers creating sustainable places, E6 which covers health and N5 which covers active travel modes	O	O	O	Policy GM- S1 is focused on sustainable development but has no specific reference to healthier lifestyles. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for healthier lifestyles remains neutral.	None identified
		Reduce health inequalities within GM and with the rest of England?	O	O	O	N/A	N/A	N/A				The policy could be more specific.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to health inequalities. However, this is covered by corresponding thematic policies GM E1 which covers creating sustainable places, E6 which covers health and N5 which covers active travel modes	O	O	O	Policy GM- S1 is focused on sustainable development but has no specific reference to health inequalities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for health inequalities remains neutral.	None identified
		Promote access to green space?	O	O	O	N/A	N/A	N/A				The policy could be more specific.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to access to green space. However, this is covered by corresponding thematic policies GM E1 which covers creating sustainable places, E6 which covers health and Strat 13, G2 and G6 which covers green infrastructure provision	O	O	O	Policy GM- S1 is focused on sustainable development but has no specific reference to access to green space. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for green space access remains neutral.	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: all groups	The policy states that developments should seek to maximise social, economic and environmental benefits simultaneously. This policy would therefore indirectly improve access to and provision of appropriate social infrastructure.	Socio-economic groups will be spread out across GM through the provision of affordable and mixed housing. This means reduced health and education inequalities, with the improved access to key facilities.	Covered in policy			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: all groups	Neutral/no effect against this objective and assessment criteria anticipated.	Mixed housing across GM will lead to reduced inequalities and improved skill set of working population. This will lead to wider economic growth.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	O	O	O	N/A	N/A	N/A	Receptors: GM population, transport network Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	An increasing population could put strain on the transport services unless they are improved.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	O	O	O	N/A	N/A	N/A	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy states that developments should maximise social, economic and environmental benefits simultaneously. If developments take into consideration the benefits for the environment, then air quality should be indirectly improved.	The use of public transport, cycling and walking will improve air quality over time.	Covered in policy.			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	O	? / +	? / +	I	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy refers to development maximising environmental benefits and minimising its adverse impacts.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive	Covered in policy.			O	? / +	? / +	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	O	? / +	? / +	I	P	Local / GM							O	? / +	? / +	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	O	? / +	? / +	I	P	Local / GM							O	? / +	? / +	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O	? / +	? / +	I	P	Local / GM			and become central to communities.				O	? / +	? / +	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	O	O	N/A	N/A	N/A	Receptors: Communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated.	Buildings which aren't equipped to deal with the effects of climate change could be susceptible to damage and loss.	None identified			O	O	O	Policy GM- S1 is focused on sustainable development but does not have clear policy text surrounding the climate emergency agenda following the district's climate emergency declarations.	The policy should include appropriate and clear references to the climate emergency agenda and net zero development. Climate change should be made more explicit within the Sustainable and Resilient chapter and this policy specifically.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	O	O	N/A	N/A	N/A	Receptors: Communities, built environment, wider economy Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	O	O	N/A	N/A	N/A	Receptors: Environmental Affected Groups: Non Identified	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	O	O	O	N/A	N/A	N/A	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	Less use of private motor vehicles as people use public transport, walk and cycle. This will improve air quality and benefit GM long term.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	O	O	N/A	N/A	N/A	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated.	Local character and distinctiveness will be conserved which will benefit communities long term and make better places to live.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	O	O	O	N/A	N/A	N/A	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated.	Green Belt and greenfield sites will benefit from protection as housing is focused on previously developed sites.	None identified	Y	Policy text has been amended to include reference to paying particular attention to tackling land contamination by ensuring appropriate mitigation and remediation is implemented when bringing forward previously developed sites.	+	+	+	Policy GM- S1 is focused on sustainable development. As the text has been updated to include bringing previously developed land forward, the scoring has been updated from neutral to having a positive impact against this criteria.	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	O	O	O	N/A	N/A	N/A					Y	Policy text has been amended to include reference to paying particular attention to tackling land contamination by ensuring appropriate mitigation and remediation is implemented when bringing forward previously developed sites.	+	+	+	Policy GM- S1 is focused on sustainable development. As the text has been updated to include bringing previously developed land forward, the scoring has been updated from neutral to having a positive impact against this criteria.	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	O	O	O	N/A	N/A	N/A					Y	Policy text has been amended to include reference to paying particular attention to tackling land contamination by ensuring appropriate mitigation and remediation is implemented when bringing forward previously developed sites.	+	+	+	Policy GM- S1 is focused on sustainable development. As the text has been updated to include bringing previously developed land forward, the scoring has been updated from neutral to having a positive impact against this criteria.	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	O	O	N/A	N/A	N/A	Receptors: Environment, Built Environment Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O/-	O/-	O/-	Policy GM- S1 is focused on sustainable development but does not have enough suitable policy text surrounding the utilisation of physical resources, the waste hierarchy and reducing waste generation and sustainable construction. This policy also needs a greater emphasis placed on the climate emergency agenda following the district's climate emergency declarations As such, the scoring has been updated to remain neutral to negative.	The policy should include appropriate and suitable references to the utilisation of physical resources, the waste hierarchy and reducing waste generation. In addition there needs to be greater detail and support for sustainable construction and innovative principles and technologies to reduce carbon and energy usage across all build development to support GM's overall climate emergency ambitions.
		Promote movement up the waste hierarchy?	O	O	O	N/A	N/A	N/A							O/-	O/-	O/-		
		Promote reduced waste generation rates?	O	O	O	N/A	N/A	N/A							O/-	O/-	O/-		

GM S2 - Carbon and Energy

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any <u>specific sensitive receptors</u> where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	O	O	O	N/A	N/A	N/A	Receptors: transport network, road network, road users, utility network/customers, built environment, green spaces, employment. Affected groups: all	The policy states that a sustainable pattern of development will be adopted, which will minimise the need to travel. This will indirectly connect housing and employment land in order to reduce the need to commute long distances. The policy specifically addresses energy efficiency and the housing stock. It states that there will be an interim requirement that all new dwellings should exceed Building Regulations energy efficiency requirements by at least 19% from 2022.	Improved levels of economic growth with the retention of skilled workers. Reductions of inequalities in terms of access to housing. Well connected areas to employment sites which will encourage the use of public transport and reduce greenhouse gas emissions.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	O	+	++	I	P	GM				Covered in policy			O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	O	+	++	D	P	GM				Covered in policy			O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	?	?	?	I	P	GM	Receptors: GM population Affected groups: All	The policy mentions how sustainable patterns of development will be adopted which will minimise the need to travel and make efficient use of land in most accessible locations	Since housing will be well serviced by transport infrastructure, the demand for jobs will increase. However, The retention of skilled workers will improve GM economy which could produce new employment and skill opportunities in the future.	None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	+	++	I	P	GM							O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	O	+	++	I	P	Wider	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy mentions how sustainable patterns of development will be adopted which will minimise the need to travel.	Increased congestion on public transport.	None identified			O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	O	+	++	D	P	GM							O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	+	++	D	P	GM							O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	O	O	N/A	N/A	GM	Receptors: GM population Affected groups: Lower socio-economic groups and deprived areas.	Neutral/no effect against this objective and assessment criteria anticipated.	Reduced housing inequalities and a better IMD for 'barriers to housing' domain	Covered in policy			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	+	++	I	P	GM				Specify the link in policy wording	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing reductions in poverty, deprivation and disparity. Whilst Policy GM E1 does reference social inclusivity, it is considered that more explicit reference to reduction in poverty, deprivation and disparity is recommended.	O	+	++	Policy GM- S2 is focused on carbon and energy requirements for development but has no specific reference to reductions in poverty, deprivation and disparity. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for reductions in poverty, deprivation and disparity remains positive.	To strengthen the policy further it is considered that the policy should reference support for reduction in poverty, dprivation and disparity.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated.	Improved community cohesion as different people have access to a variety of housing and can form good relationships.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	+	++	I	P	GM				None identified			O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	O	O	N/A	N/A	N/A				None identified	n/a	Policy text now includes wording which states a positive approach should be taken to meet the needs of local communities.	O	O	+	Policy GM- S2 is focused on carbon and energy requirements for development; it now includes a reference to meeting needs of local communities. As such, the scoring has been updated to reflect a positive impact in the long-term.	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	O	O	O	N/A	N/A	N/A	Receptors: built environment, air quality, green spaces and cycling Affected groups: various	Neutral/no effect against this objective and assessment criteria anticipated.	Improved health and reduced health inequalities through positive planning and the promotion of walking and cycling. Could be unequal access to green spaces in higher and lower density areas.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	O	O	N/A	N/A	Local	Receptors: GM population Affected groups: all groups	Neutral/no effect against this objective and assessment criteria anticipated.	Socio-economic groups will be spread out across GM through the provision of affordable and mixed housing. This means reduced health and education inequalities, with the improved access to key facilities.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	O	O	O	N/A	N/A	Local							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	O	O	N/A	N/A	Local							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: all groups	Neutral/no effect against this objective and assessment criteria anticipated.	Mixed housing across GM will lead to reduced inequalities and improved skill set of working population. This will lead to wider economic growth.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	O	+	++	D	P	GM	Receptors: GM population, transport network Affected groups: Various	This policy states that developments will be built in a sustainable pattern, which minimises the need to travel and maximises the ability to travel by walking, cycling and low-emission public transport. Developments will also be built efficiently on land in the most accessible places and developments will enable freight to be moved by water, rail and low-emission vehicles. Additionally, this policy states that a sufficient supply of electric vehicle charging points will be provided in order to meet likely long-term demand. Therefore, this policy will reduce the need to travel and promote sustainable/public transport usage which will benefit the wider environment long-term.	An increase in use of sustainable transport will reduce the usage of private motor vehicles, this will reduce greenhouse gas emissions and improve air quality.	Covered in policy.			O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	O	+	++	D	P	Wider							O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	O	+	++	D	P	Wider							O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	O	+	++	I	P	Wider	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy states that developments should maximise social, economic and environmental benefits simultaneously. If developments take into consideration the benefits for the environment, then air quality should be indirectly improved.	The use of public transport, cycling and walking will improve air quality over time.	Covered in policy.			O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	O	+	++	D	P	Wider	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy mentions increasing carbon sequestration through the restoration of peat-based habitats, woodland management and tree-planting. New and existing wildlife and geological sites would therefore benefit from this policy.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Covered in policy.			O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	O	+	++	D	P	Wider							O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	O	+	++	D	P	GM							O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	+	++	I	P	GM	Receptors: Communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	The policy details how developments will reduce the amount of carbon emitted across GM through the promotion of sustainable	Buildings which aren't equipped to deal with the effects of climate change could be susceptible to damage and loss.	Set out multi-functional and multi-beneficial nature of carbon sequestration sites	N	No amendments have been made to the policy text to address mitigation comments in relation to referencing the multi-functional and benefits of carbon sequestration sites. This is covered by GM-G 2.	O/-	+/-	++/-	Policy GM- S2 is focused on carbon and energy requirements for development but does not have enough suitable policy text surrounding the multi-functional and benefits of carbon sequestration sites and the climate emergency agenda following the district's climate emergency declarations. As such, the scoring has been updated to neutral to positive/negative.	The policy should include appropriate and clear references to the multi-functional and benefits of carbon sequestration sites, the climate emergency agenda and net zero development. Climate change should be made more explicit within the Sustainable and Resilient chapter and this policy specifically.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	O	O	N/A	N/A	N/A	Receptors: Communities, built environment, wider economy Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	O	O	N/A	N/A	N/A	Receptors: Environmental Affected Groups: Non Identified	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	O	+	++	D	P	Wider	Receptors: None identified Affected groups: Various	The policy states that developments should connect to renewable/low carbon heat and energy networks and take a positive approach to renewable and low carbon energy schemes. Existing buildings should implement measures to improve energy efficiency and generate renewable and low carbon energy. New developments will be required to follow the energy hierarchy. Any residual carbon emissions will be compensated for through official Greater Manchester offsetting schemes. The policy also promotes sustainable modes of transport which will benefit GM by reducing greenhouse gas emissions long-term.	Less use of private motor vehicles as people use public transport, walk and cycle. This will improve air quality and benefit GM long term.	None identified			O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	+	++	D	P	Wider							O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	+	++	D	P	Wider							O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	O	O	N/A	N/A	N/A	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated.	Local character and distinctiveness will be conserved which will benefit communities long term and make better places to live.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	O	+	++	I	P	GM	Receptors: greenfield and brownfield land Affected groups: Non identified	The policy will indirectly affect the development of previously developed land as it promotes the retrofitting of existing buildings to improve energy efficiency and generate renewable and low carbon energy.	Green Belt and greenfield sites will benefit from protection as housing is focused on previously developed sites.	None identified			O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	?	?	?	D	N/A	N/A							?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	?	?	?	N/A	N/A	N/A							?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	?	?	?	N/A	N/A	N/A							?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	+	++	I	P	Wider	Receptors: Environment, Built Environment Affected groups: Various	The policy describes how new developments will be required to follow the energy hierarchy which reduces the amount of energy resources wasted.	Less energy will be wasted meaning a reduction in greenhouse gas emissions.	A reference could be made to the sustainable use of physical resources, movement up the waste hierarchy and reduced waste generation.	N	No amendments have been made to the policy text to address mitigation comments in relation to referencing the utilisation of physical resources, the waste hierarchy and reducing waste generation. There is also not adequate detail supporting for sustainable construction and innovative principles and technologies to reduce carbon and energy usage across all build development in GM. This is partially covered by GM-S 7.	O/-	+/-	++/-	Policy GM- S2 is focused on carbon and energy requirements for development but does not have enough suitable policy text surrounding the utilisation of physical resources, the waste hierarchy and reducing waste generation and sustainable construction. This policy also needs a greater emphasis placed on the climate emergency agenda following the district's climate emergency declarations. As such, the scoring has been updated to neutral to positive/negative.	The policy should include appropriate and suitable references to the utilisation of physical resources, the waste hierarchy and reducing waste generation. In addition there needs to be greater detail and support for sustainable construction and innovative principles and technologies to reduce carbon and energy usage across all build development to support GM's overall climate emergency ambitions.
		Promote movement up the waste hierarchy?	O	+	++	I	P	Wider							O/-	+/-	++/-		
		Promote reduced waste generation rates?	O	+	++	I	P	Wider							O/-	+/-	++/-		

GM S3 - Heat and Energy Networks

Ref	Objective	Assessment criteria…will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / Policy Input	Has 2019 mitigation been addressed? (Yes/ Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy states that within "Heat and Energy Network Priority Zones", there will be: a. A requirement that new residential developments over 10 dwellings or other developments over 1,000 m2 floorspace should evaluate the viability of: I. Connecting to an existing or planned heat/energy network (where such a network has been identified within the Heat Network Priority Zone); and/or ii. Installing a site-wide or communal heat/energy network solution.	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	+	+	+	D	P	GM/W				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy is focused on the provision of decentralised energy infrastructure. The policy outlines a number of interventions and developments which need to take place within the energy sector, but does not reference supporting jobs or training required to ensure people can carry out this work. The policy sets out distances to ensure that future employment land is well connected to heat networks and required infrastructure	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	?	?	I	P	L/GM/W				Ensure the policy makes reference to training and education in the field of energy	Partially	No changes made to the policy text in relation to the proposed mitigation. GM-E 5 provides a specific policy on education, skills and knowledge which includes reference to training and education. However, this policy does not specifically reference training and education in energy.	o	?	?	No amendments have been made to the policy text to address mitigation comments in relation to referencing training and education in the field of energy. Policy GM- E 5 is focused on education, skills and knowledge but no specific reference to energy is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on training and education remains uncertain.	To strengthen the policy further, a direct link could be made between education and the energy sector.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy is focused on the provision of decentralised energy infrastructure. This infrastructure is proposed to support current development and future proof for future development	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	?	?	?	I	p	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy makes reference to all decentralised heat/energy networks requiring analysis of the impact of the proposals on local air quality. As such, air quality is being considered within this process, and it might have a positive or negative impact.	Increased trips by private motor vehicle will worsen the air quality over time	Make reference in policy to the impacts on air quality	Partially	No changes made to the policy text in relation to the proposed mitigation. However, Policy GM-S 6 provides a specific policy on air quality.	?	?	?	No amendments have been made to the policy text to address mitigation comments in relation to referencing impacts on air quality.	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	+	+	I	P	GM/W	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	The policy outlines options for increasing use of heat networks, which would support aims for carbon reductions, which indirectly supports climate change targets	Increase heat island and flood risk in combination with other development	None identified			+	+	+	Policy GM- S1 is focused on sustainable development but does not have enough suitable policy text surrounding the climate emergency agenda following the district's climate emergency declarations.	The policy should include approriate and suitable references to the climate emergency agenda. Climate change should be made more explicit within the Sustainable and Resilient chapter and this policy specifically.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	+	+	D	P	GM/W	Receptors: None identified Affected groups: Various	The policy is focused on the provision of decentralised energy infrastructure which can support low carbon growth, carbon reduction and increase in local energy generation. This indirectly supports the reduction in green house gas emissions.	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+	+	+	D	P	GM/W				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	+	I	P	GM/W				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

	employment needs of GM, whilst reducing land contamination	Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM S4 - Resilience													2020						
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	++	++	D	P	GM	Receptors: transport network, road network, road users, utility network/customers, built environment, green spaces, employment. Affected groups: all	The policy specifically states that at least 50,000 new affordable homes will be developed over the period 2017-2036. The policy will focus on delivering a pattern of development and investment into diverse, affordable and reliable transport systems. This will indirectly connect employment land and housing land. The policy states that it will aim to support the retrofitting of existing buildings, infrastructure and places to enhance their resilience.	Improved levels of economic growth with the retention of skilled workers. Reductions of inequalities in terms of access to housing. Well connected areas to employment sites which will encourage the use of public transport and reduce greenhouse gas emissions.	Covered in policy				++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	O	O	N/A	N/A	N/A				Covered in policy						O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	++	++	I	P	GM				None identified						++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	++	++	++	D	P	GM				Covered in policy						++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	? / +	? / +	? / +	I	P	GM	Receptors: GM population Affected groups: All	The policy mentions how sustainable patterns of development will be adopted which will minimise the need to travel. This will indirectly connect employment land to transport networks and places. The policy states that a very high level of economic diversity will be maintained across Greater Manchester.	Since housing will be well serviced by transport infrastructure, the demand for jobs will increase. However, The retention of skilled workers will improve GM economy which could produce new employment and skill opportunities in the future.	None identified						? / +	? / +	? / +	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	+	+	+	D	P	GM										+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	? / +	? / +	? / +	I	P	GM										? / +	? / +	? / +	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	P	Wider	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy directly states that there will be a pattern of development and investment that supports diverse, affordable and reliable transport systems.	Increased congestion on public transport.	Include how utilities and digital infrastructure will be resilient and able to support the anticipated scale of development.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the resilience of utilities and digital infrastructure. However, this topic is covered in corresponding thematic policy GM E1 which covers the requirement for all development to be resilient and capable to deal with major economic and environmental events while being adaptable and able to respond to changing needs	+	+	+	Policy GM- S4 is focused on the resilience of development but no specific reference to the resilience of utilities and digital infrastructure is mentioned. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None identified
		Improve transport connectivity?	+	+	+	D	P	Wider					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the resilience of utilities and digital infrastructure. However, this topic is covered in corresponding thematic policy GM E1 which covers the requirement for all development to be resilient and capable to deal with major economic and environmental events while being adaptable and able to respond to changing needs	+	+	+	Policy GM- S4 is focused on the resilience of development but no specific reference to the resilience of utilities and digital infrastructure is mentioned. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	?	?	I	P	Wider					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the resilience of utilities and digital infrastructure. However, this topic is covered in corresponding thematic policy GM E1 which covers the requirement for all development to be resilient and capable to deal with major economic and environmental events while being adaptable and able to respond to changing needs	?	?	?	Policy GM- S4 is focused on the resilience of development but no specific reference to the resilience of utilities and digital infrastructure is mentioned. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	+	+	I	P	GM	Receptors: GM population Affected groups: Lower socio-economic groups and deprived areas.	The policy describes how a very high level of economic diversity will be maintained across GM, significant enhancements in education, skills and knowledge will be promoted and healthier lifestyles will be promoted. There will also be an effort to minimise negative impacts on health including air pollution.	Reduced inequalities in terms of exposure to pollution and pool air quality. Economic diversity and promotion of skills and knowledge will reduce deprivation levels and inequalities of access to opportunities.	Covered in policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	+	+	I	P	GM				Covered in policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	+	+	I	P	GM	Receptors: GM population Affected groups: various, depending on locality	This policy describes how development will be focused on delivering a very high level of economic diversity across GM. A pattern of development and investment that supports diverse, affordable and reliable transport systems will support the needs of different areas through connectivity to opportunities, employment and services.	Improved access to facilities and opportunities across GM for all people. This will promote economic productivity and reduce deprivation.	Include detail on how resilience can be incorporated into communities so good relations between members of communities can be established.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to incorporating resilience into communities. However, this is covered by corresponding thematic policy GM E1 which covers creating sustainable and resilient places	+	+	+	Policy GM- S4 is focused on resilience but has no specific reference to incorporating resilience into communities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for tackling inequalities remains positive.	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	++	++	++	I	P	GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	+	+	+	I	N/A	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	++	++	++	D	P	GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
	Support improved health and	Support healthier lifestyles and support improvements in determinants of health?	++	++	++	D	P	GM	Receptors: built environment, air quality	This policy specifically targets supporting healthier lifestyles and minimising potential	Improved health and reduced health inequalities through the improvement of	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

6	Health and wellbeing of the population and reduce health inequalities	Reduce health inequalities within GM and with the rest of England?	+	+	+	I	P	GM	environment, air quality, green spaces and cycling Affected groups: various	This policy specifically targets supporting healthier lifestyles and minimising potential negative impacts on health including air pollution. Outdoor areas will be improved through the designing of indoor and outdoor environments to provide respite from more extreme temperatures and winds associated with climate change and greater urbanisation.	the improvement of outdoor areas and minimising potential negative impacts on health including air pollution. This will also benefit the	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	++	++	++	D	P	Local				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	? / +	? / +	? / +	I	P	GM	Receptors: GM population Affected groups: all groups	The policy states that reliable, diverse and affordable transport will be invested in. This will indirectly improve access to healthcare and educational facilities. The policy will also promote significant enhancements in education, skills and knowledge.	Reduced educational and health inequalities as transport connects areas to key healthcare and education facilities. Reduced deprivation levels long-term as people have improved access to education, skills and knowledge.	None identified			? / +	? / +	? / +	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	? / +	? / +	? / +	I	P	GM							? / +	? / +	? / +	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	O	O	N/A	N/A	Local							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	+	+	+	D	P	Local	Receptors: GM population Affected groups: all groups	This policy will promote significant enhancements in education, skills and knowledge.	Reduced inequalities and deprivation levels as a wide range of people have access to education, skills and knowledge. This could indirectly boost the economy as GM has an increasingly skilled work-force.	Non identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	++	++	++	D	P	GM				Non identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	D	P	Wider	Receptors: GM population, transport network Affected groups: Various	This policy supports the use of public transport through ensuring investment into diverse, reliable and affordable transport systems.	An increase in use of sustainable transport will reduce the usage of private motor vehicles, this will reduce greenhouse gas emissions and improve air quality.	Covered in policy.			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+	+	+	D	P	Wider							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	+	+	+	I	P	Wider							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	D	P	Wider	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy specifically mentions the aim to reduce air pollution. Improving the affordability, reliability and diversity of the transport network will encourage people to use public transport, which will improve air quality long-term.	The use of public transport will reduce air pollution over time.	Covered in policy.			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	+	+	D	P	Wider	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy states that it will aim to increase the size, spread, quality and interconnectedness of the green infrastructure network, which will enable wildlife to adapt to changing conditions.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Covered in policy.			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+	+	+	I	P	Wider							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+	+	+	D	P	Wider							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	+	+	+	D	P	GM							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	++	++	++	D	P	GM	Receptors: Communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	The policy states that it will insure developments make appropriate provision for response and evacuation in the case of an emergency or disaster. It also states; buildings and infrastructure will be retrofitted to enhance their resilience; critical infrastructure will be relocated from locations at a high risk of acute shocks; new buildings will be built to respond easily to changing needs; Indoor and outdoor spaces will provide respite from more extreme temperatures and winds associated with climate change and greater urbanisation and there will be an integrated catchment-based approach to managing flood risk.	If infrastructure and buildings are protected against the effects of climate change, there will be less disruption and loss in the wake of disasters/ extreme conditions.	Covered in policy.			?/++	?/++	?/++	There is one reference to climate change within the policy text however this could be made more prominent due to the importance placed on the district's declared climate emergencies.	Climate change should be made more explicit in relevant thematic policies within the Sustainable and Resilient chapter.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	++	++	++	D	P	GM	Receptors: Communities, built environment, wider economy Affected groups: all	Buildings will be retrofitted to enhance their resilience and relocated from high risk areas. This policy states that buildings will be adaptable to new technologies and changing needs. There will be an integrated catchment-based approach to managing flood risk.	Less economic loss and disruption to services as flood risk is managed so the effects of a flood are lessened.	There could be specific targets involving the protection areas of GM which are prone to flooding.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to flood risk targets. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	++	++	++	Policy GM-S4 is focused on resilience but has no specific reference to flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk remains positive.	None identified
		Ensure adequate measures are in place to manage existing flood risk?	++	++	++	D	P	GM					Partially	No amendments have been made to the policy text to address mitigation comments in relation to flood risk targets. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	++	++	++	Policy GM-S4 is focused on resilience but has no specific reference to flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk remains positive.	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	++	++	++	D	P	GM					Partially	No amendments have been made to the policy text to address mitigation comments in relation to flood risk targets. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	++	++	++	Policy GM-S4 is focused on resilience but has no specific reference to flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk remains positive.	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	++	++	++	D	P	GM					Partially	No amendments have been made to the policy text to address mitigation comments in relation to flood risk targets. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	++	++	++	Policy GM-S4 is focused on resilience but has no specific reference to flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk remains positive.	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	O	O	N/A	N/A	N/A	Receptors: Environmental Affected Groups: Non Identified	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
	Increase energy efficiency,	Encourage reduction in energy use and increased energy efficiency?	O	O	O	I	P	Wider	Receptors: None		Less use of private motor vehicles as				O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

15	encourage low-carbon generation and reduce greenhouse gas emissions	Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	O	O	I	P	Wider	identified Affected groups: Various	This policy mentions improving the transport network which will deter the use of private motor vehicles and indirectly reduce the amount of greenhouse gas emissions across GM.	motor vehicles as people use public transport. This will improve air quality and benefit GM long term.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	+	I	P	Wider							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	+	+	N/A	N/A	N/A	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Areas will be improved through designing out crime, anti-social behaviour and terrorism. The policy mentions delivering high quality places that reinforce local identity and promote a sense of community.	Local character and distinctiveness will be conserved which will benefit communities long term and make better places to live.	Covered in policy.			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	+	+	+	N/A	N/A	N/A							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	++	++	++	D	P	Local							++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	O	O	O	N/A	P	N/A	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	O	O	N/A	N/A	N/A	Receptors: Environment, Built Environment Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	O	O	O	N/A	N/A	Wider							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM S5 - Flood Risk and The Water Environment												2020						
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	O	O	O	N/A	N/A	N/A	Receptors: transport network, road network, road users, utility network/customers, built environment, green spaces, employment. Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated.	Improved levels of economic growth with the retention of skilled workers. Reductions of inequalities in terms of access to housing. Well connected areas to employment sites which will encourage the use of public transport and reduce greenhouse gas emissions.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: All	Neutral/no effect against this objective and assessment criteria anticipated.	Since housing will be well serviced by transport infrastructure, the demand for jobs will increase. However, The retention of skilled workers will improve GM economy which could produce new employment and skill opportunities in the future.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	O	O	O	N/A	N/A	N/A	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated.	Increased congestion on public transport.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: Lower socio-economic groups and deprived areas.	Neutral/no effect against this objective and assessment criteria anticipated.	Reduced inequalities in terms of exposure to pollution and pool air quality. Economic diversity and promotion of skills and knowledge will reduce deprivation levels and inequalities of access to opportunities.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated.	Improved access to facilities and opportunities across GM for all people. This will promote economic productivity and reduce deprivation.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	O	O	O	N/A	N/A	N/A	Receptors: built environment, air quality, green spaces and cycling Affected groups: various	Neutral/no effect against this objective and assessment criteria anticipated.	Improved health and reduced health inequalities through the improvement of outdoor areas and minimising potential negative impacts on health including air pollution. This will also benefit the environment long term.	The policy could mention addressing flood risk in order to protect human health, which would help improve health overall and reduce health inequalities	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing health benefits from addressing flood risk. However, this topic is covered in corresponding thematic policies GM G3 and E1 which covers GM's river valleys and water ways and requirements for development for critical drainage and water infrastructure	O	O	O	Policy GM- S5 is focused on flood risk and the water environment but no specific reference to the health benefits from addressing flood risk is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on health remains neutral.	None identified
		Reduce health inequalities within GM and with the rest of England?	O	O	O	N/A	N/A	N/A				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing health benefits from addressing flood risk. However, this topic is covered in corresponding thematic policy GM G3 and E1 which covers GM's river valleys and water ways and requirements for development for critical drainage and water infrastructure	O	O	O	Policy GM- S5 is focused on flood risk and the water environment but no specific reference to the health benefits from addressing flood risk is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on health remains neutral.	None identified
		Promote access to green space?	O	O	O	N/A	N/A	N/A				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing health benefits from addressing flood risk. However, this topic is covered in corresponding thematic policy GM G3 and E1 which covers GM's river valleys and water ways and requirements for development for critical drainage and water infrastructure	O	O	O	Policy GM- S5 is focused on flood risk and the water environment but no specific reference to the health benefits from addressing flood risk is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on health remains neutral.	None identified
		Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	O	O	N/A	N/A	N/A			Reduced educational				O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

7	Ensure access to and provision of appropriate social infrastructure	Ensure sufficient access to educational facilities for all children?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: all groups	Neutral/no effect against this objective and assessment criteria anticipated.	and health inequalities as transport connects areas to key healthcare and education facilities. Reduced deprivation levels long-term as people have improved access to education, skills and knowledge.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: all groups	Neutral/no effect against this objective and assessment criteria anticipated.	Reduced inequalities and deprivation levels as a wide range of people have access to education, skills and knowledge. This could indirectly boost the economy as GM has an increasingly skilled work-force.	Non identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	O	O	O	N/A	N/A	N/A				Non identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	O	O	O	N/A	N/A	N/A	Receptors: GM population, transport network Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	An increase in use of sustainable transport will reduce the usage of private motor vehicles, this will reduce greenhouse gas emissions and improve air quality.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	O	O	O	N/A	N/A	N/A	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Neutral/no effect against this objective and assessment criteria anticipated.	The use of public transport will reduce air pollution over time.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	O	+	+	D	P	GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	This policy states that habitats will be protected and enhanced in order to slow the speed of water drainage and intercept water pollutants. This will benefit wider areas long-term. The policy also refers to providing multifunctional benefits where possible, including nature conservation and recreation.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Covered in policy.			O	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	O	+	+	D	P	GM							O	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	O	+	+	N/A	N/A	N/A							O	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O	+	+	N/A	N/A	N/A							O	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	+	++	D	P	Wider	Receptors: Communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Infrastructure and developments will be designed and located as to minimise the effects of flooding. Flood defences will be improved in areas of high risk. The policy will encourage the retrofitting of flood resilience measures to existing developments and places.	If infrastructure and buildings are protected against the effects of climate change, there will be less disruption and loss in the wake of disasters/ extreme conditions.	Covered in policy.			?/O	?/+	?/++	The policy text has changed to reference the need to conserve water and maximise efficacies. However, there is no explicit reference to climate change within the policy text.	Climate change should be made more explicit in relevant thematic policies within the Sustainable and Resilient chapter.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	++	++	++	D	P	Local	Receptors: Communities, built environment, wider economy Affected groups: all	The entire policy is dedicated to the prevention and management of flooding and flood risk areas.	Less economic loss and disruption to services as flood risk is managed so the effects of a flood are lessened.	Covered in policy.			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	++	++	++	D	P	GM							++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	++	++	++	D	P	GM							++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	+	+	D	P	GM							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	+	++	D	P	Wider	Receptors: Environmental Affected Groups: Non Identified	The policy states that it will aim to reduce water pollutants through the remediation of contaminated land so there is a lessened possibility of urban diffuse to affect the water environment. The policy mentions securing further investment in wastewater treatment to reduce the frequency of intermittent discharges of storm sewage.	Less pollutants contaminating the water environment will	Add reference to the water framework directive as an overarching, strategic aim.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered in corresponding thematic policies GM G3 and E1 which covers GM's river valleys and water ways and requirements for development for critical drainage and water infrastructure	O	+	++	Policy GM- S5 is focused on flood risk and the water environment but no specific reference to the water framework directive is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains positive.	None identified
		Promote management practices that will protect water features from pollution?	O	+	++	D	P	Wider				Mention in policy the need to promote management practices that will protect water features from pollution	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered in corresponding thematic policies GM G3 and E1 which covers GM's river valleys and water ways and requirements for development for critical drainage and water infrastructure	O	+	++	Policy GM- S5 is focused on flood risk and the water environment but no specific reference to water management practices to protect from pollution is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water management practises remains positive.	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	+	++	D	P	Wider				Mention the need to avoid consuming greater volumes of water resources than are available to maintain a health environment	Y	Policy text has changed in to reference that new development will aim to conserve water and maximise efficiencies	O	+	++	Policy GM-S5 is focused on flood risk and the water environment. Policy text has been amended to state that new development will aim to conserve water and maximise efficiencies following the tA mitigation.	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	O	O	O	N/A	N/A	N/A	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	Less use of private motor vehicles as people use public transport. This will improve air quality and benefit GM long term.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
	Conserve and/or enhance landscape	Improve landscape quality and the character of open spaces and the public realm?	O	O	O	N/A	N/A	N/A	Receptors: protected landscapes and/or built heritage assets		Local character and distinctiveness will be				O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

16	landscape, townscape, heritage assets and their setting and the character of GM	Conserve and enhance the historic environment, heritage assets and their setting?	O	O	O	N/A	N/A	N/A	heritage assets: Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated.	distinctiveness will be conserved which will benefit communities long term and make better places to live.	Covered in policy.			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	O	O	O	N/A	N/A	N/A	Receptors: greenfield and brownfield land Affected groups: Non identified	This policy states that it will secure the remediation of contaminated land and design of developments to minimise the potential for urban diffuse pollution to affect the water environment.	Reduced pollution and improved environmental benefits.	Covered in policy.			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	O	+	++	I	P	GM							O	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	O	O	N/A	N/A	N/A	Receptors: Environment, Built Environment Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM S6 - Clean Air

Ref	Objective	Assessment criteria....will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020							
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
															ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy does not specifically mention housing but indicates that the location and design of development should reduce reliance on forms of transport that generate air pollution In addition, the policy focuses on expanding the network of both public and private electric vehicle charging points	Could have cumulative socio-economic effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	+	+	D	P	GM				None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	+	+	n/a	n/a	n/a				None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	?/-	?/-	D	P	GM	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy does not specifically mention employment but indicates that the location and design of development should reduce reliance on forms of transport that generate air pollution However the policy does indicate that it will restrict and regulate development that would generate significant point source pollution such as certain types of industrial activity which may reduce provision of employment opportunities	Could have cumulative socio- economic effects with other local development schemes.	None identified			o	?/-	?/-	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	+	+	D	P	GM				None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	+	+	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy states that there must be a focus on transport investment and significantly expanding the network of electric vehicles	Could have cumulative socio- economic effects with other local development schemes.	None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	o	+	+	D	P	GM				None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	D	P	GN				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	Link to other initiatives or investments (e.g. apprenticeships)	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	New transport infrastructure associated with this policy should consider access to different communities and discrimination should be avoided. This is perhaps not for this particular policy to address. The policy on social inclusion should consider this.	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	+/?	+/?	I	P	L/GM				None identified			o	+/?	+/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	+/?	+/?	I	P	L/GM				None identified			o	+/?	+/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	+/?	+/?	I	P	L/GM				None identified			o	+/?	+/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	+	+	I	T	GM	Receptors: built environment, air quality Affected groups: various	Uptake of active travel though improvements in public transport provision and infrastructure (including active travel) will have a positive effect on the determinants of health. Access to green space access will be enhanced through enhancing the Green Infrastructure network across GM	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	o	+	+	D	P	n/a				None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Improved skill levels of the workforce	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	+	++	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy states that there will be a focus on transport investment, an expansion of networks of electric vehicle charging points and in investigation into introduction of Clean Air Zones and travel demand measurements to reduce polluting vehicles	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	+	++	D	P	Local / GM				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	o	+	++	D	P	Local / GM				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	+	++	D	p	Local / GM/ Wider	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor), The policy specifically mentions children	The policy seeks to make major improvements in air quality across Gm and help to minimise the detrimental impacts on human health. The policy specifically references children ensuring improvements to air quality especially where children learn and play	Increased trips by private motor vehicle will worsen the air quality over time	Covered in policy	n/a	Policy now includes text which references associated measures with the Clean Air Zone being prepared by Government. These include mitigation in order to improve air quality.	+	++	++	Policy GM- S6 is focused on clean air and now includes additional text regarding the Clean Air Zone and associated mitigation. As such, the scoring has been amended to reflect an increasingly positive effect over time.	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	+	+	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy states that there will be enhancements to the green infrastructure network	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Set out potential ecological benefits in the supporting text and the risks to ecology from air quality	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the ecological benefits of resolving air quality and the risks to ecology from air quality. However, this topic is covered in corresponding thematic policies GM G2 and G10 which covers green infrastructure, biodiversity and geodiversity	o	+	+	Policy GM- S6 is focused on clean air but has no specific reference to ecology. As such, the scoring has not been changed and the potential impacts of the policy on ecology remains positive.	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	+	+	D	P	Local / GM				None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause more of an impact.	None identified			o	o	o	There is no reference to climate change within the policy text however this could be made more prominent due to the importance placed on the district's declared climate emergencies.	Climate change should be made more explicit in relevant thematic policies within the Sustainable and Resilient chapter.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated	Increased risk of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	The quality and availability of water resources may be reduced	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	+	+	I	P	GM / W	Receptors: None identified Affected groups: Various	The policy makes reference to significantly expanding the network of electric vehicle charging points which would positively impact on GHG emissions.		Indirectly covered in policy			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	+	+	I	P	GM / W				Indirectly covered in policy			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	+	+	D	P	GM / W				Indirectly covered in policy			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Landscape quality is reduced and character is lost from various assets until it is diminished	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Loss of greenfield land	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM S7 - Resource Efficiency

Ref	Objective	Assessment criteria….will the GMSF	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Majority of effects are: direct (D) or	Majority of effects are: Temporary (T) or	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	n/a	n/a				None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified
		Support the use of sustainable and active modes of transport?	o	o	o	n/a	n/a	n/a				None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	o	o	n/a	n/a	n/a	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	+	+	I	P	GM/W	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	The policy outlines how to increase resource efficiency, providing relevant infrastructure for waste and recycling. As such, this will encourage a reduction in waste products and help minimise the impacts of climate change.	Increase heat island and flood risk in combination with other development	Covered in the policy
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified
	Protect and	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water			None identified

2020

Ref	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of new scoring	Residual Impacts
1			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
11			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12			+	+	+	There is no reference to climate change within the policy text.	Climate change should be made more explicit in relevant thematic policies within the Sustainable and Resilient chapter.
13			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

14	Protect and improve the quality and availability of water resources	Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a	courses, ground water, water supplies Affected groups: Various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	++	++	++	D	P	L/GM/W	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	The policy outlines how to increase resource efficiency, providing relevant infrastructure for waste and recycling. The policy would therefore encourage the sustainable use of physical resources, and reduction in the generation of waste	Waste generation with other schemes. Intra-development effects as a number of locations are taken forward.	Covered in the policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
		Promote movement up the waste hierarchy?	++	++	++	D	P	L/GM/W				Covered in the policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	
		Promote reduced waste generation rates?	++	++	++	D	P	L/GM/W				Covered in the policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified	

A Prosperous Greater Manchester

GM P1 - Supporting Long-term Economic Growth

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
															ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	+	++	I	P	GM	Receptors: housing market, GM population, GM economy Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	Overarching strategic policy, mainly neutral effect The policy focuses on economic growth and increased employment which will likely lead to a need for increased numbers of housing. No specific references to housing but the policy makes reference to growth of employment in strategic locations such as the city and town centres which provide a significant amount of housing. The policy also states that provision should be made for high-quality living environments that will help to attract and retain skilled workers.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	+	++	D	P	GM				Link to housing policy to ensure that housing is well connected to employment land	Y	Policy text has changed in Clause F to link housing and employment spaces together	o	++	++	Policy GM- P1 is focused on long term economic growth. Policy text has been amended to ensure there is a link between housing and employment spaces following the IA mitigation.	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	- / +	- - / ++	- - / ++	D	P	GM	Receptors: GM economy Affected groups: widespread effects	The policy names a number of specific locations in which it will promote economic growth and therefore employment growth. It states that there will be development of high value clusters, maintain high level of economic diversity and attracting skilled workers. Also that as part of this it will be important to utilise existing transport infrastructure. In addition, the nine locations identified all have existing infrastructure and public transport systems. However, the policy does not refer to inclusive growth and ensuring that there are jobs available for all skill levels within Greater Manchester. It is therefore important to embed sustainable economic growth within the policy. The policy mentions attracting and retaining skilled workers by growing the economy but does not specifically mention providing education and training	Could have cumulative socio-economic and environmental effects with other local development schemes	Ensure that the policy is not primarily focused on highly skilled industries and makes provision for inclusive growth to ensure employment for all skills levels, allowing for a sustainable economy	Y	Policy text changes highlight a range of potential job opportunities in Clause F and the need for inclusive growth in Clause A	?/+	?/+	?/+	Policy GM- P1 is focused on long term economic growth. Policy text has been amended to ensure there is a range of potential job opportunities following the IA mitigation.	None Identified
		Support education and training to provide a suitable labour force for future growth?	?/+	?/+	?/+	I	P	GM				Link employment and growth of the economy to supporting and providing education and training to ensure there is a qualified workforce to take the jobs	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education and training opportunities. However, this topic is covered in corresponding thematic policies GM E5 which covers skills, education and knowledge	?/+	?/+	?/+	Policy GM- P1 is focused on long term economic growth. Policy text has been amended to ensure education opportunities are accessible for all residents following the IA mitigation.	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	- / +	- - / ++	- - / ++	D	P	GM				None identified			? / +	? / ++	? / ++	The policy has been updated to mention development being connected for all residents. As the policy text has been updated this has removed the negative impact against this criteria.	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	- / +	- / +	I	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Mentions making the most of existing transport infrastructure such as Manchester Airport, the motorway network and the Manchester Ship Canal and proposed transport improvements such as HS2 and the Northern Powerhouse Rail network which will likely indirectly lead to improvements to the transport infrastructure. However these are major transport infrastructure will be benefit main train stations as opposed to more local areas. This could result in more separation and polarisation between the well connected city centre locations Mentions Digital as one of the prime growth sectors which may indirectly link to the provision of digital infrastructure. Economic growth and a focus on the digital industry will likely lead to positive influence on digital infrastructure	Could have cumulative socio-economic and environmental effects with other local development schemes	Ensure that making the most of transport assets to support development results in making the transport infrastructure fit for purpose, link to improvements and investment which benefits all areas and not just key locations such as the City Centre to allow connectivity across Greater Manchester.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the GM transport network. However, this topic is covered in corresponding thematic policies GM N1 and N3 which covers GM's integrated network and public transport	o	- / +	- / +	Policy GM- P1 is focused on long term economic growth but has no specific reference to transport infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for transport infrastructure remains uncertain.	None Identified
		Improve transport connectivity?	o	- / +	- / +	I	P	W				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the GM transport connectivity. However, this topic is covered in corresponding thematic policies GM N1 and N3 which covers GM's integrated network and public transport	o	- / +	- / +	Policy GM- P1 is focused on long term economic growth but has no specific reference to transport connectivity. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for transport connectivity remains uncertain.	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	+	++	I	P	W				Ensure that the growth in the digital industry is reflected in infrastructure provided	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the GM digital connectivity and infrastructure. However, this topic is covered in corresponding thematic policy GM N2 which covers digital connectivity	o	+	++	Policy GM- P1 is focused on long term economic growth but has no specific reference to digital infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for digital infrastructure remains uncertain.	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	- / +	- / +	- / +	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	Mentions creating economic diversity across Greater Manchester which may have positive effects, however inclusive growth needs to be considered as the policy is focused on skilled workers whilst sustainable growth needs to be considered.	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programs)	Refer to inclusive growth within the policy	Y	Policy text has changed in Clause A to reference inclusive growth and amends in Clause F highlighting the employment opportunities need to be connected and accessible to all residents	? / +	? / +	? / +	Policy GM- P1 is focused on long term economic growth. Policy text has been amended to ensure employment opportunities are accessible for all residents following the IA mitigation.	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	- / +	- / +	- / +	I	P	Local / GM				As above	Y	Policy text has changed in Clause A to reference inclusive growth and amends in Clause highlighting the employment opportunities need to be connected and accessible to all residents	? / +	? / +	? / +	Policy GM- P1 is focused on long term economic growth. Policy text has been amended to ensure employment opportunities are accessible for all residents following the IA mitigation.	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all	The policy mentions that a thriving and productive economy will be sought in all parts of Greater Manchester, including both urban and rural which would result in positive effects. However it fails to mention in the policy about different sectors and employment for lower skill levels.	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	- / +	- / +	- / +	I	P	GM				Refer in policy to inclusive and sustainable economic growth	Y	Policy text has changed in Clause A to reference inclusive growth and amends in Clause F highlighting the employment opportunities need to be connected and accessible to all residents	? / +	? / +	? / +	Policy GM- P1 is focused on long term economic growth. Policy text has been amended to ensure employment opportunities are accessible for all residents following the IA mitigation.	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	+	+	I	P	GM				As above	Y	Policy text has changed in Clause A to reference inclusive growth and amends in Clause F highlighting the employment opportunities need to be connected and accessible to all residents	+	++	++	Policy GM- P1 is focused on long term economic growth. Policy text has been amended to ensure employment opportunities are accessible for all residents following the IA mitigation.	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	- / +	- / +	- / +	I	P	GM				None identified			- / +	- / +	- / +	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	+	+	I	P	GM/W	Receptors: infrastructure Affected groups: all	Overarching strategic policy, mainly neutral effect The policy mentions about facilitating the development of health innovation but it is not clear if this will lead to positive health impacts for the local population and as such the impacts are neutral or positive	Improved health and reduced health inequalities may occur through planning policy and other national initiatives	None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	o/+	o/+	o/+	I	P	GM/W				Ensure that growth in the health innovation industry is linked to reducing health inequalities	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing healthcare and health inequalities. However, this topic is covered in corresponding thematic policy GM E6 which covers health	o/+	o/+	o/+	Policy GM- P1 is focused on long term economic growth but has no specific reference to health inequalities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for health inequalities remains uncertain.	None Identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	?	?	?	I	P	L	Receptors: GM population Affected groups: all	The policy mentions creating high- quality living environments which may include an improved provision of social infrastructure.	Increased growth without provision would lead to cumulative issues	Specify how high- quality living environments will be created. Link this to policies such as provision of social infrastructure	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing high quality living environments and social infrastructure provision. However, this topic is covered in corresponding thematic policy GM E3 and E6 which cover community facilities and healthcare	?	?	?	Policy GM- P1 is focused on long term economic growth but has no specific reference to high quality living environments and social infrastructure provision. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for high quality living environments and social infrastructure provision remains uncertain.	None Identified
		Ensure sufficient access to educational facilities for all children?	?	?	?	I	P	L				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing high quality living environments and education infrastructure provision. However, this topic is covered in corresponding thematic policy GM E5 which covers skills, education and knowledge	?	?	?	Policy GM- P1 is focused on long term economic growth but has no specific reference to education infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for education infrastructure remains uncertain.	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	?	?	?	I	P	L				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing high quality living environments and social infrastructure provision including sports and recreation facilities. However, this is covered in corresponding thematic policies GM E3 and E7 which cover cultural facilities and sports and recreation	?	?	?	Policy GM- P1 is focused on long term economic growth but has no specific reference to social infrastructure provision. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for social infrastructure provision remains uncertain.	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	?/+	?/+	?/+	I	P	GM	Receptors: GM population and the GM economy Affected groups: various / all	The growth of the economy and specific sectors may have a positive impact on education if links are made with educational facilities	Capacity issues if new facilities are no developed in line with development	Ensure that educational facilities are linked to the growth industries identified to ensure a skilled workforce for the future, which links to all types of employment and not just highly skilled	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education facilities and links to growth industries. However, this topic is covered in corresponding thematic policy GM E5 which covers skills, education and knowledge	?/+	?/+	?/+	Policy GM- P1 is focused on long term economic growth but has no specific reference to education facilities and links to growth industries. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for education facilities and links to growth industries remains uncertain.	None Identified
		Improve educational and skill levels of the population of working age?	?/+	?/+	?/+	I	P	GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education facilities and links to enhancing skill levels. However, this topic is covered in corresponding thematic policy GM E5 which covers skills, education and knowledge	?/+	?/+	?/+	Policy GM- P1 is focused on long term economic growth but has no specific reference to education facilities and links to enhancing skill levels. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for education facilities and links to enhancing skill levels remains uncertain.	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	+	++	D	P	L/GM	Receptors: GM population, transport network Affected groups: Various	Mentions making the most of existing transport infrastructure and proposed transport improvements such as HS2 and the Northern Powerhouse Rail network which will likely indirectly lead to improvements to public transport infrastructure. However these would serve key locations and not help more localised travel	Increased growth without provision would lead to cumulative issues	Ensure transport at a more local level is improved and considered as part of policy, with the focus not only being on the city centre	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing local travel movements and patterns of movement. However, this topic is covered by corresponding thematic policy GM N3 and N5 which cover public transport and active travel	o	+	++	Policy GM- P1 is focused on long term economic growth but has no specific reference to local travel movements and patterns of movement. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for local travel movements and patterns of movement remains uncertain.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	+	++	D	P	L/GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing GM's public transport network. However, this topic is covered by corresponding thematic policy GM N3 which cover public transport	o	+	++	Policy GM- P1 is focused on long term economic growth but has no specific reference to GM's public transport network. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for GM's public transport network remains uncertain.	None Identified
		Support the use of sustainable and active modes of transport?	o	+	++	D	P	L/GM				Aa above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing active and sustainable travel modes. However, this topic is covered by corresponding thematic policy GM N5 which covers active travel	o	+	++	Policy GM- P1 is focused on long term economic growth but has no specific reference to active and sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for active and sustainable travel modes remains uncertain.	None Identified

10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	-/?	-/?	-/?	I	P	GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy makes no direct reference to air quality. Increased economic development is likely to result in potentially negative impacts to air quality	Increased growth without provision would lead to cumulative issues	Ensure that economic growth takes into consideration air quality though preparing appropriate assessments and utilisation of AQMA where necessary	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing air quality. However, this topic is covered by corresponding thematic policy GM S6 which covers clean air	-/?	-/?	-/?	Policy GM- P1 is focused on long term economic growth but has no specific reference to air quality. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for air quality remains uncertain.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	?	?	?	D	P	L/GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Further economic development could have a potentially detrimental impact on protected species and sites The policy mentions creating high- quality living environments which may include the provision of green infrastructure	Impact on the biodiversity assets may occur in combination with other developments	Ensure that growth is sensitive to existing wildlife and geological sites, and where possible enhancement is encouraged of existing assets	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing wildlife and geological sites. However, this topic is covered by corresponding thematic policy GM G9 which covers biodiversity and geodiversity	?	?	?	Policy GM- P1 is focused on long term economic growth but has no specific reference to opportunities for new and existing wildlife and geological sites. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing wildlife and geological sites remains uncertain.	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	-/?	-/?	-/?	D	P	L/GM/W				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing wildlife and geological sites. However, this topic is covered by corresponding thematic policy GM G9 which covers biodiversity and geodiversity	-/?	-/?	-/?	Policy GM- P1 is focused on long term economic growth but has no specific reference to opportunities for new and existing wildlife and geological sites. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing wildlife and geological sites remains uncertain.	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?/+	?/+	?/+	D	P	GM				Link the production of high quality living environments with provision of green infrastructure	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green infrastructure. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	?/+	?/+	?/+	Policy GM- P1 is focused on long term economic growth but has no specific reference to green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green infrastructure remains uncertain.	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?/+	?/+	?/+	D	P	GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green infrastructure. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	?/+	?/+	?/+	Policy GM- P1 is focused on long term economic growth but has no specific reference to green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green infrastructure remains uncertain.	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	-/?	-/?	-/?	I	P	L/GM/W	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Economic growth and development if not done sensitively may have a negative impact on climate change	Increase heat island and flood risk in combination with other development	Ensure that growth and development is sensitive to climate change, utilising mitigation where necessary . Ensure climate change is considered through design and construction phases	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing growth and development which is sensitive to Climate Change and any potential mitigation throughout the design and construction phases. However, this topic is covered by corresponding thematic policy GM S1 and 2 which covers sustainable development and carbon and energy	-/?	-/?	-/?	Policy GM- P1 is focused on long term economic growth but has no specific reference to climate change mitigation during growth and development. As such, the scoring has not been changed and the potential impacts of the policy on climate change remains uncertain.	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Does not mention flooding specifically but development in inappropriate locations may increase flooding risk if not mitigated at design stages	Cumulative effects of development which may affect flood risk and increase the likelihood of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	?	?	?	D	P	L/GM/W				Ensure mitigation of flooding impacts at design stage	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk impacts at the design stage of development. However, this topic is covered by thematic policy GM S5 which covers flood risk and the water environment.	?	?	?	Policy GM- P1 is focused on long term economic growth but has no specific reference to flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk remains uncertain.	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	?	?	?	D	P	L/GM/W				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk impacts at the design stage of development. However, this topic is covered by thematic policy GM S5 which covers flood risk and the water environment.	?	?	?	Policy GM- P1 is focused on long term economic growth but has no specific reference to flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk remains uncertain.	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	?	?	?	D	P	L/GM/W				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk impacts at the design stage of development. However, this topic is covered by thematic policy GM S5 which covers flood risk and the water environment.	?	?	?	Policy GM- P1 is focused on long term economic growth but has no specific reference to flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk remains uncertain.	None Identified

14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	?	?	?	D	P	L/GM/W	Receptors: water courses, ground water, water supplies Affected groups: Various	Does not mention water quality but economic growth and development will require additional water resources	The quality and availability of water resources may be affected cumulatively with cumulative development	Ensure compliance with the WFD and protect water utilised in development from contamination	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered by thematic policy GM S5 which covers flood risk and the water environment.	?	?	?	Policy GM- P1 is focused on long term economic growth but has no specific reference to water resource management is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains uncertain.	None Identified
		Promote management practices that will protect water features from pollution?	?	?	?	D	P	L/GM/W				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered by thematic policy GM S5 which covers flood risk and the water environment.	?	?	?	Policy GM- P1 is focused on long term economic growth but has no specific reference to water resource management is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains uncertain.	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	?	?	?	D	P	L/GM/W				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered by thematic policy GM S5 which covers flood risk and the water environment.	?	?	?	Policy GM- P1 is focused on long term economic growth but has no specific reference to water resource management is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains uncertain.	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	-/?	-/?	-/?	D	P	GM	Receptors: GM population, environment Affected groups: Various	Mentions grasping economic opportunities from the global transition to a low carbon economy and therefore may have a positive impact on development of low carbon facilities. Does not mention energy use or green house gas emissions but economic development would likely lead to negative impacts on energy use and the creation of greenhouse gasses	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	Encourage energy efficiency through design and development phases	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing energy efficiency. However, this topic is covered by corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	-/?	-/?	-/?	Policy GM- P1 is focused on long term economic growth but has no specific reference to energy is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on energy efficiency remains uncertain.	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	?/+	?/+	?/+	I	P	GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing low carbon and renewable energy. However, this topic is covered by corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	?/+	?/+	?/+	Policy GM- P1 is focused on long term economic growth and references low carbon and renewable energy economic opportunities but has not amended the text following the 2019 mitigation. As such, the scoring has not been changed and the potential impacts of the policy on low carbon and renewable energy remains uncertain.	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	-/?	-/?	D	P	GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green house gas emissions. However, this topic is covered by corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	-/?	-/?	-/?	Policy GM- P1 is focused on long term economic growth but has no specific reference to green house gas emissions is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on green house gas emissions remains uncertain.	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	?/+	?/+	?/+	D	P	L/GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: all	The policy mentions providing a high- quality living environment which is likely to have a positive impact on the quality of open spaces and public realm but the impact at this stage is uncertain Significant projects discussed in the policy have the potential to affect landscape, historic environment and local character. Projects of all scales should be developed sensitively and through less harmful routes where impacts will be minimised	Assets maybe eroded as development comes forwards	None identified					?/+	?/+	?/+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	-/?	-/?	-/?	D	P	n/a				None identified					-/?	-/?	-/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	-/?	-/?	-/?	D	P	n/a				None identified					-/?	-/?	-/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: Greenfield and brownfield land Affected groups: Environment	Neutral/ no effect against this objective and assessment criteria anticipated. No mention of greenfield/ brownfield land	n/a	None identified					o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified					o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified					o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified					o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: Waste disposal facilities, finite resources Affected groups: various / all	Neutral/ no effect against this objective and assessment criteria anticipated. No mention of resource consumption and waste	n/a	None identified					o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified					o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified					o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM P2 - Employment Sites and Premises

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	?/+	?/+	I	P	GM	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy makes mostly neutral or uncertain impacts on the supply of housing. The policy does not specifically make reference to housing but having a supply of employment land for job creation and retainment may indirectly have an impact on the delivery of housing	Could have cumulative socio-economic and environmental effects	None identified			o	?/+	?/+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	?/+	?/+	?/+	I	P	GM				Make reference in the policy to linking new employment to existing and new housing	Y	Policy text has been amended to reference employment land being well connected	+	+	+	Policy GM- P2 is focused on economic sites and premises. Policy text has been amended to ensure employment opportunities are well connected following the IA mitigation.	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	++	++	D	P	GM	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy makes mostly an uncertain or positive impact on employment The policy makes reference to providing an excellent supply of employment sites There is no direct reference to education and training, however there is the potential to link new employment creation with the provision of education and training There is no specific motion to the employment land being well connected but this has the potential to be implemented	Could have cumulative effects	None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	?/+	?/+	?/+	I	P	GM				Link the creation of jobs with the provision of education and training in relevant fields	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education facilities and links to enhancing skill levels. However, this topic is addressed in corresponding thematic policy GM E5 which covers skills, education and	?/+	?/+	?/+	Policy GM- P2 is focused on employment sites and premises but has no specific reference to education facilities and training. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for education facilities and training remains uncertain.	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	?/+	?/+	?/+	I	P	GM				Ensure that the policy makes specific reference to employment land near to transport infrastructure being prioritised			?/+	?/+	?/+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	?/+	?/+	I	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy makes mainly uncertain or positive effects The policy is focused on the retainment/ creation of employment premise but does not make specific reference to transport. It is likely that the employment sites have the potential to be well connected to existing transport networks. The policy makes reference to the employment premise making technological advancements	Could have cumulative effects	The policy should link the future employment sites with improvements in transport and digital infrastructure	Y	Policy text has changed to reference employment land be well connected	o	+	+	Policy GM- P2 is focused on economic sites and premises. Policy text has been amended to ensure employment opportunities are well connected following the IA mitigation.	None Identified
		Improve transport connectivity?	o	?/+	?/+	I	P	GM				As above	Y	Policy text has changed to reference employment land be well connected	o	+	+	Policy GM- P2 is focused on economic sites and premises. Policy text has been amended to ensure employment opportunities are well connected following the IA mitigation.	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	P	GN				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	+	+	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	The policy makes mainly uncertain effects The policy makes reference to tackling inequalities by providing access to employment opportunities	Link to other initiatives or investments (e.g. apprenticeships)	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	+	+	I	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	The policy makes mainly neutral effects as there is no direct reference to tackling inequalities and the elimination of discrimination in the policy.	Potential link to other initiatives which seek to integrate communities	Make reference in the policy to tackling inequalities	Partially	No amendments have been made to the policy text to address mitigation comments in relation to tackling inequalities. However, this is covered by corresponding thematic policy GM E1 covers inclusive and sustainable development. However, it is considered that the policy could be strengthened further by more explicit reference to tacking inequality.	o	o	o	Policy GM- P2 is focused on employment sites and premises but has no specific reference to opportunities for tackling inequalities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for tackling inequalities remains neutral.	It is considered that the policy could be strengthened further by more explicit reference to tacking inequality.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				Any new development as part of the employment premise should try to link to existing communities where appropriate	Y	Policy text has changed in to reference employment land be well connected	o	o	o	Policy GM- P2 is focused on economic sites and premises. Policy text has been amended to ensure employment opportunities are well connected following the IA mitigation.	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				Any new employment development should consider accessibility in design (e.g. for disabled and elderly people)	N	No amendments have been made to the policy text to address mitigation comments in relation to referencing accessibility in employment spaces	o/-	o/-	o/-	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to opportunities for accessible design. As such, the scoring has been changed and the potential impacts of the policy on opportunities for accessible design remains neutral to negative.	The policy could be further strengthened through reference to accessibility standards within employment spaces
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	?	?	?	I	P	GM	Receptors: built environment, air quality Affected groups: various	The policy makes mainly uncertain effects There is the potential for new employment development to integrate new green space for employees to utilise	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	?	?	?	I	P	GM/W				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	?	?	?	I	P	GM/L				If greenspace is lost make sure there is adequate replacement and ensure that the design of new employment premise considers the integration of green space	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing green spaces. However, this topic is covered in corresponding thematic policies GM G2 and Strat-13 which covers green infrastructure networks and GM G6 which covers urban green spaces	?	?	?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to opportunities for new and existing green spaces. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing green spaces remains uncertain.	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/ no effect against this objective and assessment criteria anticipated	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy	No explicit mention of how development might support education and training, although some links between development (and future occupiers) may be established over time	Improved skill levels of the workforce	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

8	Support improved educational attainment and skill levels for all	Improve educational and skill levels of the population of working age?	?	?	?	I	P	Local / GM	Affected groups: various / all			The policy should future employment sites with a need for training e.g. requiring apprenticeships	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education facilities and links to enhancing skill levels. However, this topic is covered in corresponding thematic policy GM E5 which covers skills,	?	?	?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to education facilities and training. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for education facilities and training remains uncertain.	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	?/+	?/+	?/+	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy makes mainly uncertain or positive effects The policy is focused on the retainment/ creation of employment premise but does not make specific reference to transport. It is likely that the employment sites have the potential to be well connected to existing transport infrastructure	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	The policy should make explicit reference to locating new employment premise close to existing transport infrastructure, especially linking to sustainable modes of transport	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing employment opportunities close to existing infrastructure and sustainable modes of transport. However, this topic is covered by corresponding thematic policies GM N3 and N5 which cover public transport and active travel	?/+	?/+	?/+	Policy GM- P2 is focused on employment sites and premises but has no specific reference to locating employment opportunities close to transport infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for employment opportunities close to transport infrastructure remains uncertain.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	?/+	?/+	?/+	D	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing employment opportunities close to existing infrastructure and sustainable modes of transport. However, this topic is covered by corresponding thematic policies GM N3 and N5 which cover public transport and active travel	?/+	?/+	?/+	Policy GM- P2 is focused on employment sites and premises but has no specific reference to locating employment opportunities close to transport infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for employment opportunities close to transport infrastructure remains uncertain.	None Identified
		Support the use of sustainable and active modes of transport?	?/+	?/+	?/+	D	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing employment opportunities close to existing infrastructure and sustainable modes of transport. However, this topic is covered by corresponding thematic policies GM N3 and N5 which cover public transport and active travel	?/+	?/+	?/+	Policy GM- P2 is focused on employment sites and premises but has no specific reference to locating employment opportunities close to transport infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for employment opportunities close to transport infrastructure remains uncertain.	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	?	?	?	I	p	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Potential for air quality effects from new employment land uses.	Increased trips by private motor vehicle will worsen the air quality over time	Stress importance of new public transport, active transport connection and travel plans for new strategic locations. Ensure industrial uses in appropriate locations away from residential areas.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable and active travel modes and appropriate locations for industrial uses. However, this topic is covered by corresponding thematic policy GM Strat 14 which covers the GM transport network	?	?	?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to air quality, sustainable travel or appropriate locations for industry. As such, the scoring has not been changed and the potential impacts of the policy on opportunities remains uncertain.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	?	?	?	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Impacts are mainly uncertain Effects will depend on the local environment where the proposed employment sites are located.	Impact on the biodiversity assets may occur in combination with other developments	Opportunities for green space creation should be explored. As should opportunities for linking existing spaces and ecological networks. Access to any new green space should be open, thus increasing provision (assuming no green space is taken) in local areas, benefiting existing and future communities.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing green spaces and ecological networks. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	?	?	?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to opportunities for new and existing green spaces and ecological networks. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing green spaces and ecological networks remains uncertain.	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	?	?	?	D	P	Local / GM / Wider				Supporting studies for new development to include appraisal of impact on sites where necessary	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing appraising wildlife and geological sites including habitats and species. However, this topic is covered in corresponding thematic policy GM G9 which covers biodiversity and geodiversity	?	?	?	Policy GM- P1 is focused on employment sites and premises but has no specific reference to appraising wildlife and geological sites including habitats and species. As such, the scoring has not been changed and the potential impacts of the policy on appraising wildlife and geological sites including habitats and species remains uncertain.	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?	?	?	D	P	Local / GM				Larger, strategic sites should contribute to creation of new multifunctional green infrastructure within the sites themselves (perhaps in any "buffer" zones between housing and employment), but also attempt to connect to existing sites through green and blue corridors. New sites should be accessible to existing communities as well as proposed future residents.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green and blue infrastructure. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	?	?	?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green and blue infrastructure remains uncertain.	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	?	?	?	D	P	Local				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green and blue infrastructure. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure	?	?	?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green and blue infrastructure remains uncertain.	None Identified

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	n/a	Neutral/no effect against this objective and assessment criteria anticipated	n/a	Urban heat island mitigation should be encouraged in new developments. Including (but has not limited to): energy efficient design, building orientation, shading, albedo, fenestration, insulation, green roofs/walls, passive ventilation, and mechanical ventilation.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing urban heat island mitigation measures. However, this topic is covered by corresponding thematic policy GM S1 and 2 which covers sustainable development and carbon and energy	o	o	o	Policy GM- P2 is focused on employment premises and sites but has no specific reference to urban heat island mitigation. As such, the scoring has not been changed and the potential impacts of the policy on urban heat island mitigation remains uncertain.	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+/?	+/?	+/?	D	P	L/GM	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	New development represents an opportunity to improve flood risk problems in an areas through the implementation of sustainable techniques, including GI	Increased risk of flooding as more development comes forward	Policy should reinforce existing guidance and best practice. Policy should link to other agendas, such as those relating to green infrastructure (and the consideration of multifunctional "green space" and ecosystem services), ecology, recreation and health.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk and green infrastructure. However, this topic is covered by other corresponding thematic policies GM-Strat 13 which covers green infrastructure and GM S5 which covers flood risk and the water environment.	+/?	+/?	+/?	Policy GM- P2 is focused on employment premises and sites but has no specific reference to flood risk and green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure remains uncertain.	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	+/?	+/?	+/?	D	P	L/GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk and green infrastructure. However, this topic is covered by other corresponding thematic policies GM-Strat 13 which covers green infrastructure and GM S5 which covers flood risk and the water environment.	+/?	+/?	+/?	Policy GM- P2 is focused on employment premises and sites but has no specific reference to flood risk and green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure remains uncertain.	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	+/?	+/?	+/?	D	P	L/GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk and green infrastructure. However, this topic is covered by other corresponding thematic policies GM-Strat 13 which covers green infrastructure and GM S5 which covers flood risk and the water environment.	+/?	+/?	+/?	Policy GM- P2 is focused on employment premises and sites but has no specific reference to flood risk and green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure remains uncertain.	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+/?	+/?	+/?	D	P	L/GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk and green infrastructure. However, this topic is covered by other corresponding thematic policies GM-Strat 13 which covers green infrastructure and GM S5 which covers flood risk and the water environment.	+/?	+/?	+/?	Policy GM- P2 is focused on employment premises and sites but has no specific reference to flood risk and green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure remains uncertain.	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	+/?	+/?	D	P	GM/W	Receptors: water courses, ground water, water supplies Affected groups: Various	New development represents an opportunity to improve water resources and water quality in areas where there are currently problems.	The quality and availability of water resources may be reduced	Policy should reinforce existing guidance and best practice in new development, and also seek to bring about improvements in the conurbations surface water network, linking to other agendas (e.g. those set out against objective 13)	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered in corresponding thematic policy GM S5 which covers the water environment.	o	+/?	+/?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to water resource management is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains uncertain.	None Identified
		Promote management practices that will protect water features from pollution?	+/?	+/?	+/?	D	P	L				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered in corresponding thematic policy GM S5 which covers the water environment.	+/?	+/?	+/?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to water resource management is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains uncertain.	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	-	-	-	D	P	W				Policy should encourage design in new developments which encourages sustainable water use. This should include housing and employment.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered in corresponding thematic policy GM S5 which covers the water environment.	-	-	-	Policy GM- P2 is focused on employment sites and premises but has no specific reference to water resource management is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains uncertain.	None Identified
		Encourage reduction in energy use and increased energy efficiency?	o	?	?	D	P	GM / W	Receptors: climate Affected groups: Various	New development will require energy, and result in increased energy use. This policy makes explicit reference to maximising existing transport infrastructure, including rail and water	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	Policy should refer to sustainable design and cross refer to the carbon policy. There should also encourage sustainable design, making reference to building fabric (e.g. insulation) and technologies. This should cut across this policy, carbon emissions, design and GI.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable design. However, this topic is covered in corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	o	?	?	Policy GM- P1 is focused on employment sites and premises but has no specific reference to sustainable design is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on sustainable design remains uncertain.	None Identified

15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	+/?	+/?	D	P	GM / W				Policy should encourage the development of low carbon facilities to decouple economic activity with carbon emissions. This should focus on aspects such as energy generation, transport and buildings. Policy should also ensure integration of low carbon/renewable technology in conventional developments.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing low carbon and renewable energy. However, this topic is covered in corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	o	+/?	+/?	Policy GM- P2 is focused on employment sites and premises and references low carbon and renewable energy economic opportunities but has not amended the text following the 2019 mitigation. As such, the scoring has not been changed and the potential impacts of the policy on low carbon and renewable energy remains uncertain.	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	+/?	+/?	D	P	GM / W				As above.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green house gas emissions. However, this topic is covered in corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	o	+/?	+/?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to green house gas emissions is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on green house gas emissions remains uncertain.	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	?	?	?	D	P	L	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	The policy makes no reference to protection of landscape, townscape or heritage assets. The developments talked about have potential to affect local landscape, townscape and specific views. This will be assessed in detail as part of any development (e.g. through LVIA, as part of planning and/or EIA).	Landscape quality is reduced and character is lost from various assets until it is diminished	Link to design policies	Partially	No amendments have been made to the policy text to address mitigation comments in relation to design policies. This is covered in thematic policy E1 which covers principles for creating sustainable places	?	?	?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to design policies is mentioned. As such, the scoring has not been changed and the potential impacts of the policy linking to design policies remains uncertain.	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	?	?	?	D	P	L				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to design policies. This is covered in thematic policy E1 which covers principles for creating sustainable places	?	?	?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to design policies is mentioned. As such, the scoring has not been changed and the potential impacts of the policy linking to design policies remains uncertain.	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	?	?	?	D	P	L				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to design policies. This is covered in thematic policy E1 which covers principles for creating sustainable places	?	?	?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to design policies is mentioned. As such, the scoring has not been changed and the potential impacts of the policy linking to design policies remains uncertain.	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	++	++	D	P	Local / GM	Receptors: greenfield and brownfield land Affected groups: Non identified	The policy makes mostly positive effects The policy makes reference to increasing the delivery of previously- developed sites to minimise the need for Green Belt release. Although it is acknowledged in the policy that some Green Belt release will be required	Loss of greenfield land	Ensure the policy makes specific reference to prioritising brownfield sites	Partially	No amendments have been made to the policy text to address mitigation comments in relation to prioritising brownfield land. However, this topic is covered by corresponding thematic policy GM S1 which covers sustainable development	+	++	++	Policy GM- P2 is focused on employment sites and premises but has no specific reference to brownfield land is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land remains positive.	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	?	?	?	D	P	W				Ensure that the best and most versatile agricultural land is protected from Green Belt release	Partially	No amendments have been made to the policy text to address mitigation comments in relation to protecting the most versatile agricultural land. However, this topic is covered by corresponding thematic policy GM S1 which covers sustainable development	?	?	?	Policy GM- P2 is focused on employment sites and premises but has no specific reference to protecting versatile agricultural land is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on agricultural land remains uncertain.	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	++	++	D	P	Local / GM				Ensure that the reuse of land and buildings is prioritised over Green Belt sites	Partially	No amendments have been made to the policy text to address mitigation comments in relation to prioritising brownfield land over Green Belt sites. However, this topic is covered by corresponding thematic policy GM S1 which covers sustainable development	+	++	++	Policy GM- P2 is focused on employment sites and premises but has no specific reference to brownfield land is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land remains positive.	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	++	++	D	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to supporting the use of PDL. However, this topic is covered by corresponding thematic policy GM S1 which covers sustainable development	+	++	++	Policy GM- P1 is focused on employment sites and premises but has no specific reference to previously development land is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land remains positive.	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	?	?	?	D	P	Local/ GM	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	uncertain effect	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	?	?	?	D	p	Local/ GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	?	?	?	D	P	Local/ GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM P3 - Office Development

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of new scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	?/-	?/-	?/-	I	P	GM	Receptors: housing market, local population where sites come forwards Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	Predominantly neutral/ no effects identified The policy states that conversion of offices into housing should be restricted which may have a negative impact on the delivery of housing	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			?/-	?/-	?/-	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	+	++	I	P	L/GM				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	+	++	D	P	GM	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy is focused on the provision of office space in Greater Manchester which will increase and expand the employment offer. No direct links to education and training The policy highlights four areas which are thoughts to be well connected through public transport	Could have cumulative socio- economic and environmental effects with other local development schemes.	Covered in policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	+	++	D	P	GM				Covered in policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	+	++	D	p	Local/GM/Wider	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy is focused on the provision of office space in Greater Manchester in four key locations and the policy mentions that this will be linked to taking advantage of the extensive international and local public transport connections including HS2 and the Northern Powerhouse Rail links. This however does not benefit smaller areas	Could have cumulative socio- economic and environmental effects with other local development schemes.	Covered in policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	o	+	++	D	P	Local/GM/Wider				Covered in policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	+	++	D	P	Local/GM/Wider				Covered in policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	Development near to deprived areas is not a guarantee that there will be a positive impact. Policy should consider how to ensure economic benefits flow to into the local area. This will only be achieved by developers and the districts/GMCA working together to investigate how local businesses and residents can apply for employment during the construction and the subsequent end use.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing economic benefits being brought into the local area and reducing deprivation. This topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive. However, this Policy or Policy GM E1 could be further strengthened through more explicit reference to reducing deprivation.	o	o	o	Policy GM- P3 is focused on office development but has no specific reference to reducing the proportion of people in deprivation and bringing economic benefits into the local area. As such, the scoring has not been changed and the potential impacts of the policy on reducing deprivation remains neutral.	This Policy or Policy GM E1 could be further strengthened through more explicit reference to reducing deprivation.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing economic benefits being brought into the local area and reducing poverty. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive	o	o	o	Policy GM- P3 is focused on office development but has no specific reference to reducing the proportion of people in deprivation and bringing economic benefits into the local area. As such, the scoring has not been changed and the potential impacts of the policy on reducing deprivation remains neutral.	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Predominantly neutral effects It is assumed that new office space will be brought forwards to provide opportunity for all and in line with legislation which addresses equality of access and avoids discrimination	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				Link to social inclusion policy	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the social inclusion policy. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive.	o/-	o/-	o/-	Policy GM- P3 is focused on office development but has no specific reference to social inclusion. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for social inclusion remains neutral. However, there is no specific reference to opportunities for accessible design. As such, the scoring has therefore been changed and the potential impacts of the policy on opportunities for accessible design remains neutral to negative.	The policy could be further strengthened through reference to accessibility standards within employment spaces
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o/??	I	P	GM				Link to social inclusion policy	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the social inclusion policy. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive.	o	o	o/?	Policy GM- P3 is focused on office development but has no specific reference to social inclusion. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for social inclusion remains neutral.	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	+/?	+/?	+/?	I	P	GM	n/a	No explicit mention of how development might support education and training, although some links between development (and future occupiers) may be established over time	Capacity issues if new facilities are not developed at the same rate as new residential developments	Policy should seek to maximise education and skills potential from new development. The GMSF should encourage the linking together of new development and training (e.g. requiring apprenticeships for strategic development, larger scale developments and/or those which have some public funding). Major infrastructure and employment/housing site investment should seek to upskill the local workforce to ensure the right mix of skills is available into the future	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education facilities and links to growth industries. However, this topic is covered in corresponding thematic policy GM E5 which covers skills, education and knowledge	+/?	+/?	+/?	Policy GM- P3 is focused on office development but has no specific reference to education facilities and links to growth industries. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for education facilities and links to growth industries remains unknown.	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education facilities and links to enhancing skill levels. However, this topic is covered in corresponding thematic policy GM E5 which covers skills, education and knowledge	o	o	o	Policy GM- P3 is focused on office development but has no specific reference to education facilities and links to growth industries. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for education facilities and links to growth industries remains unknown.	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	+	++	D	P	Local / GM/ Wider	Receptors: GM population, transport network Affected groups: Various	The policy is focused on the provision of office space in Greater Manchester in four key locations and the policy mentions that this will be linked to taking advantage of the extensive international and local public transport connections including HS2 and the Northern Powerhouse Rail links. There is an aim to connect spaces within other polices and therefore the locations of office employment should assist with promoting sustainable methods	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	This is generally covered in policy, but more emphasis could be placed on walking and cycling as methods to access office space	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policy GM N3 and N5 which cover public transport and active travel	o	+	++	Policy GM- P3 is focused on office development but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	+	++	D	P	Local / GM/ Wider				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policy GM N3 and N5 which cover public transport and active travel	o	+	++	Policy GM- P3 is focused on office development but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None Identified
		Support the use of sustainable and active modes of transport?	o	+	++	D	P	Local / GM/ Wider				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policy GM N3 and N5 which cover public transport and active travel	o	+	++	Policy GM- P3 is focused on office development but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	-/+/?	-/+/?	-/+/?	I	p	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	There is a potential for negative air quality effects from new trips to new offices. The policy mentions delivery of offices in four key locations in Greater Manchester which are all well serviced by public transport networks to mitigate these impacts.	Increased trips by private motor vehicle will worsen the air quality over time	Stress importance of new public transport, active transport connection and travel plans for new strategic locations.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable and active travel modes. However, this topic is covered in corresponding thematic policy GM Strat 14 which covers the GM transport network	-/+/?	-/+/?	-/+/?	Policy GM- P3 is focused on office development but has no specific reference to sustainable travel. As such, the scoring has not been changed and the potential impacts of the policy on opportunities remains unknown.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	-/+/?	-/+/?	-/+/?	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Effects will depend on the local environment where the sites are located. These are predominantly built up areas, however this still brings potential impact on ecological resources. Individual site policies and appraisals will pick up the site specific details	Impact on the biodiversity assets may occur in combination with other developments	Opportunities for green space creation should be explored in new development. As should opportunities for linking existing spaces and ecological networks.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing green spaces and ecological networks. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	-/+/?	-/+/?	-/+/?	Policy GM- P3 is focused on office development but has no specific reference to opportunities for new and existing green spaces and ecological networks. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing green spaces and ecological networks remains unknown.	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				Supporting studies for new development to include appraisal of impact on sites where necessary.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing appraising wildlife and geological sites including habitats and species. However, this topic is covered in corresponding thematic policy GM G10 which covers biodiversity and geodiversity	o	o	o	Policy GM- P3 is focused on office development but has no specific reference to appraising wildlife and geological sites including habitats and species. As such, the scoring has not been changed and the potential impacts of the policy on appraising wildlife and geological sites including habitats and species remains unknown.	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	-/+/?	-/+/?	-/+/?	D	P	Local / GM				Larger, strategic sites should contribute to creation of new multifunctional green infrastructure within the sites themselves (perhaps in any "buffer" zones between housing and employment), but also attempt to connect to existing sites through green and blue corridors. New sites should be accessible to existing communities as well as proposed future residents.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green and blue infrastructure. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	-/+/?	-/+/?	-/+/?	Policy GM- P3 is focused on office development but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green and blue infrastructure remains unknown.	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	-/+/?	-/+/?	-/+/?	D	P	Local				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green and blue infrastructure. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure	-/+/?	-/+/?	-/+/?	Policy GM- P3 is focused on office development but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green and blue infrastructure remains unknown.	None Identified

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	n/a	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	-/?	-/?	D	P	W	Receptors: Climate Affected groups: all	New development will require energy, and result in increased energy use. The GMSF contains policy relevant to this objective which should help mitigate effects.	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified			o	-/?	-/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	n/a	The policy makes no reference to protection of landscape, townscape or heritage assets. The developments talked about have potential to affect local landscape, townscape and specific views. This will be assessed in detail as part of any development (e.g. through LVIA, as part of planning and/or EIA). The GMSF contains policy on design. This mentions: distinctive identity of places and historic context. As such, development brought forward in line with this policy ought to contribute positively to this objective. There is no mention of open spaces or public realm.	Landscape and heritage receptors may be eroded incrementally as development comes forward.	Link to design policy	Partially	No amendments have been made to the policy text to address mitigation comments in relation to design policies. This is covered in thematic policy E1 which covers principles for creating sustainable places	o	o	o	Policy GM-P3 is focused on office development but has no specific reference to design policies is mentioned. As such, the scoring has not been changed and the potential impacts of the policy linking to design policies remains uncertain.	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to design policies. This is covered in thematic policy E1 which covers principles for creating sustainable places	o	o	o	Policy GM-P3 is focused on office development but has no specific reference to design policies is mentioned. As such, the scoring has not been changed and the potential impacts of the policy linking to design policies remains uncertain.	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to design policies. This is covered in thematic policy E1 which covers principles for creating sustainable places	o	o	o	Policy GM-P3 is focused on office development but has no specific reference to design policies is mentioned. As such, the scoring has not been changed and the potential impacts of the policy linking to design policies remains uncertain.	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	?	?	?	D	P	Local/GM	Receptors: existing buildings Affected groups: None identified	The policy does not refer to the preferred locations of office space, e.g. greenfield or brownfield, and this would be useful to provide a more general explanation of the approach that will be taken. The policy refers to the reuse of existing office buildings will be encouraged	Less need to new buildings as more office space is reused	Provide further details on the types of land that will be prioritised for development as office space	Partially	No amendments have been made to the policy text to address mitigation comments in relation to prioritising different types of land for development. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	?	?	?	Policy GM-P3 is focused on office development but has no specific reference to the types of land which will be prioritised for development. As such, the scoring has not been changed and the potential impacts of the policy remains unknown.	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to protecting the most versatile agricultural land. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	o	o	o	Policy GM-P3 is focused on office development but has no specific reference to protecting versatile agricultural land is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on agricultural land remains unknown.	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	+	+	D	P	Local / GM				Included in the policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	?	?	?	D	P	Local/GM				As above			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	+	+	D	P	Local/ GM	Receptors: existing physical infrastructure Affected groups: None identified	The policy discussed the potential for refurbishment of existing office accommodation being encouraged suggesting a commitment to supporting the reuse of buildings	Less need to new buildings as more office space is reused	None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

P4 - Industrial and Warehousing Development

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any <u>specific sensitive receptors</u> where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	+/?	+/?	D	P	GM	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	policy states that poor quality existing employment areas can be brought forward as housing, as new sites replace them.	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			o	+/?	+/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	P	GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	++	++	D	P	GM	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy makes reference to providing new industrial and warehousing floorspace, including existing and new employment land sites and premise. In addition, the policy makes reference to realising the potential of the transport infrastructure to support the employment uses.	Could have cumulative effects with other local development schemes.	None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				GMSF should encourage the linking together of new development and training (e.g. requiring apprenticeships for strategic development, larger scale developments and/or those which have some public funding). Infrastructure investment should seek to up-skill the local workforce to ensure the right mix of skills is available into the future.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education facilities and links to enhancing skill levels. However, this topic is covered in corresponding thematic policy GM E5 which covers skills, education and knowledge.	o	o	o	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to upskilling and training opportunities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for upskilling and training opportunities neutral.	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				Make more specific reference to sustainable modes of transport instead of focusing mainly on road infrastructure	Y	Policy text has changed in to reference the promotion and support of sustainable travel modes	+	++	++	Policy GM- P4 is focused on industry and warehousing development. Policy text has been amended to support sustainable travel modes following the IA mitigation.	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	+/?	+/?	I	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy makes reference to realising the potential of the transport infrastructure such as the motorway network and the reduction of HGV trips. As such, this is likely to lead to improvements in transport connectivity	Could have cumulative effects with other local development schemes.	The policy does not make specific reference to public transport, public transport and the use of cycling in particular should be actively promoted	Y	Policy text has changed in to reference the promotion and support of sustainable travel modes	o	+	+	Policy GM- P4 is focused on industry and warehousing development. Policy text has been amended to support sustainable travel modes following the IA mitigation.	None Identified
		Improve transport connectivity?	o	+/?	+/?	I	P	GM				As above	Y	Policy text has changed in to reference the promotion and support of sustainable travel modes	o	+	+	Policy GM- P4 is focused on industry and warehousing development. Policy text has been amended to support sustainable travel modes following the IA mitigation.	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	+/?	+/?	I	P	GM				Large scale developments offer opportunities to improve the utilities and the digital network. Equally, these types of improvements will contribute to the success of the sites. This should be explicit in the policy	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the digital connectivity and utilities infrastructure. However, this topic is covered in corresponding thematic policies GM N2 and N4 which cover digital connectivity and utility provision	o	+/?	+/?	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to digital or utility infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for digital infrastructure remains unknown.	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	+	+	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	The policy makes reference to delivering more balance growth across the sub-region and tackling deprivation	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programs)	None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	+	+	I	P	Local / GM				None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	The policy makes reference to balancing growth across the sub-region but there is no specific reference to discrimination and access.	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+/?	+/?	+/?	I	P	L/GM				Any new infrastructure development as part of employment land should try to link to existing communities (where appropriate).	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing to linking employment land to existing communities. However, this topic is covered in corresponding thematic policy GM E1 ensuring development is connected across GM and beyond by transport and digital infrastructure	+/?	+/?	+/?	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to linking employment land to existing communities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for accessible design remains unknown.	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	?	?	?	I	P	L/GM				Where new provision of employment land and supporting infrastructure comes about, accessibility should be considered (e.g. for disabled and elderly people) in design.	N	No amendments have been made to the policy text to address mitigation comments in relation to referencing accessibility in employment spaces	?/-	?/-	?/-	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to opportunities for accessible design. As such, the scoring has been changed and the potential impacts of the policy on opportunities for accessible design remains unknown to negative.	The policy should include reference to accessibility standards within employment spaces
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	+/?	+/?	+/?	I	P	L/GM				None identified			+/?	+/?	+/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	-/?	-/?	-/?	I	P	GM	Receptors: built environment, air quality Affected groups: various	Potential for air quality effects from new industrial and warehousing land use (including freight and other associated trips). New development may affect existing green space used by local communities (formal or informal).	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	Ensure that industrial use is an appropriate distance from residential development. Stress importance of new public transport, active transport connections and travels plans for larger developments	Y	Policy text has changed in to reference the promotion and support of sustainable travel modes	-/+	-/+	-/+	Policy GM- P4 is focused on industry and warehousing development. Policy text has been amended to support sustainable travel modes following the IA mitigation.	None Identified
		Reduce health inequalities within GM and with the rest of England?	-/?	-/?	-/?	I	P	GM/W				As above	Y	Policy text has changed in to reference the promotion and support of sustainable travel modes	-/+	-/+	-/+	Policy GM- P4 is focused on industry and warehousing development. Policy text has been amended to support sustainable travel modes following the IA mitigation.	None Identified
		Promote access to green space?	?	?	?	I	P	GM				If green space is lots make sure that there is an adequate replacement	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing green spaces	?/+	?/+	?/+	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to opportunities for new and existing green spaces. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing green spaces remains unknown.	None Identified

7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	n/a	Neutral/no effect against this objective and assessment criteria anticipated	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	No explicit mention of how development might support education and training, although some links between development (and future occupiers) may be established over time	Improved skill levels of the workforce	Policy should seek to maximise education and skills potential from new development. The GMSF should encourage the linking together of new development and training (e.g. requiring apprenticeships for strategic development, larger scale developments and/or those which have some public funding). Major infrastructure and employment/housing site investment should seek to up-skill the local workforce to ensure the right mix of skills is available into the future.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education opportunities. However, this topic is covered in corresponding thematic policy GM E5 which covers skills, education and knowledge	o	o	o	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to maximising education and skills, linking new development to training opportunities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for education opportunities remains unknown.	None Identified
		Improve educational and skill levels of the population of working age?	?	?	?	I	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education opportunities. However, this topic is covered in corresponding thematic policy GM E5 which covers skills, education and knowledge	?	?	?	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to improving education and skill levels. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for education opportunities remains unknown.	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	?/+	?/+	?/+	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy makes reference to realising the potential of the transport infrastructure such as the motorway network and the reduction of HGV trips. However, the policy does not make reference to sustainable modes of transport	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Needs to explicitly reference use of sustainable modes of transport.	Y	Policy text has changed in to reference the promotion and support of sustainable travel modes	+	+	+	Policy GM- P4 is focused on industry and warehousing development. Policy text has been amended to support sustainable travel modes following the IA mitigation.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	?/+	?/+	?/+	D	P	Local / GM				As above.	Y	Policy text has changed in to reference the promotion and support of sustainable travel modes	+	+	+	Policy GM- P4 is focused on industry and warehousing development. Policy text has been amended to support sustainable travel modes following the IA mitigation.	None Identified
		Support the use of sustainable and active modes of transport?	?/+	?/+	?/+	D	P	Local / GM				Needs to explicitly reference use of sustainable modes of transport.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel	?/+	?/+	?/+	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to opportunities for sustainable travel. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for sustainable travel remains unknown.	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	-/+/?	-/+/?	-/+/?	I	p	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Potential for air quality effects from new industrial and warehousing land use (including freight and other associated trips). Policy states that Greater Manchester's central position in the North of England provides an opportunity to support environmental objectives by reducing the number of HGV journeys	Increased trips by private motor vehicle will worsen the air quality over time	Stress importance of new public transport, active transport connection and travel plans for new strategic locations. Ensure industrial uses in appropriate locations away from residential areas.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable and active travel modes. However, this topic is covered in corresponding thematic policy GM Strat 14 which covers the GM transport network	-/+/?	-/+/?	-/+/?	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to sustainable travel. As such, the scoring has not been changed and the potential impacts of the policy on opportunities remains unknown.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	-/+/?	-/+/?	-/+/?	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Effects will depend on the local environment where the sites are located. Individual site policies and appraisals will pick up the site specific details.	Impact on the biodiversity assets may occur in combination with other developments	Opportunities for green space creation should be explored. As should opportunities for linking Existing spaces and ecological networks. Access to any new green space should be open, thus Increasing provision (assuming no green space is taken) in local areas, benefiting existing and future communities.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing green spaces and ecological networks. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	-/+/?	-/+/?	-/+/?	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to opportunities for new and existing green spaces and ecological networks. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing green spaces and ecological networks remains unknown.	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	-/+/?	-/+/?	-/+/?	D	P	Local / GM / Wider				Supporting studies for new development to include appraisal of impact on sites where necessary	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing appraising wildlife and geological sites including habitats and species. However, this topic is covered in corresponding thematic policy GM G9 which covers biodiversity and geodiversity	-/+/?	-/+/?	-/+/?	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to appraising wildlife and geological sites including habitats and species. As such, the scoring has not been changed and the potential impacts of the policy on appraising wildlife and geological sites including habitats and species remains unknown.	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	-/+/?	-/+/?	-/+/?	D	P	Local / GM				Larger, strategic sites should contribute to creation of new multifunctional green infrastructure within the sites themselves (perhaps in any "buffer" zones between housing and employment), but also attempt to connect to existing sites through green and blue corridors. New sites should be accessible to existing communities as well as proposed future residents.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green and blue infrastructure. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	-/+/?	-/+/?	-/+/?	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green and blue infrastructure remains unknown.	None Identified

		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	-/+/?	-/+/?	-/+/?	D	P	Local				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green and blue infrastructure. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	-/+/?	-/+/?	-/+/?	Policy GM- P4 is focused on industry and warehousing development but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green and blue infrastructure remains unknown.	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	n/a	Neutral/no effect against this objective and assessment criteria anticipated	n/a	Urban heat island mitigation should be encouraged in new developments. Including (but not limited to): energy efficient design, building orientation, shading, albedo, fenestration, insulation, green roofs/walls, passive ventilation, and mechanical ventilation.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing urban heat island mitigation measures. However, this is covered in corresponding thematic policy GM S1 and 2 which covers sustainable development and carbon and energy	o	o	o	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to urban heat island mitigation. As such, the scoring has not been changed and the potential impacts of the policy on urban heat island mitigation remains unknown.	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+/?	+/?	+/?	D	P	L/GM	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	New development represents an opportunity to improve flood risk problems in an areas through the implementation of sustainable techniques, including GI	Increased risk of flooding as more development comes forward	Policy should reinforce existing guidance and best practice. Policy should link to other agendas, such as those relating to green infrastructure (and the consideration of multifunctional "green space" and ecosystem services), ecology, recreation and health.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM-Strat 13 which covers green infrastructure and GM S5 which covers flood risk and the water environment.	+/?	+/?	+/?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to flood risk and green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure remains unknown.	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	+/?	+/?	+/?	D	P	L/GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM-Strat 13 which covers green infrastructure and GM S5 which covers flood risk and the water environment.	+/?	+/?	+/?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to flood risk and green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure remains unknown.	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	+/?	+/?	+/?	D	P	L/GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM-Strat 13 which covers green infrastructure and GM S5 which covers flood risk and the water environment.	+/?	+/?	+/?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to flood risk and green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure remains unknown.	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+/?	+/?	+/?	D	P	L/GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM-Strat 13 which covers green infrastructure and GM S5 which covers flood risk and the water environment.	+/?	+/?	+/?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to flood risk and green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure remains unknown.	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	+/?	+/?	D	P	GM/W	Receptors: water courses, ground water, water supplies Affected groups: Various	New development represents an opportunity to improve water resources and water quality in areas where there are currently problems.	The quality and availability of water resources may be reduced	Policy should reinforce existing guidance and best practice in new development, and also seek to bring about improvements in the conurbations surface water network, linking to other agendas (e.g. those set out against objective 13)	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered in corresponding thematic policy GM S5 which covers the water environment.	o	+/?	+/?	Policy GM-P4 is focused on industry and warehousing development but no specific reference to water resource management is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains unknown.	None Identified
		Promote management practices that will protect water features from pollution?		+/?	+/?	D	P	L				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered in corresponding thematic policy GM S5 which covers the water environment.	o	+/?	+/?	Policy GM-P4 is focused on industry and warehousing development but no specific reference to water resource management is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains unknown.	None Identified

		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	-	-	-	D	P	W				Policy should encourage design in new developments which encourages sustainable water use. This should include housing and employment.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered in corresponding thematic policy GM S5 which covers the water environment.	-	-	-	Policy GM-P4 is focused on industry and warehousing development but no specific reference to water resource management is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains unknown.	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	?	?	D	P	GM / W	Receptors: climate Affected groups: Various	New development will require energy, and result in increased energy use. This policy makes explicit reference to maximising existing transport infrastructure, including rail and water	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	Policy should refer to sustainable design and cross refer to the carbon policy. There should also encourage sustainable design, making reference to building fabric (e.g. insulation) and technologies. This should cut across this policy, carbon emissions, design and GI.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable design. However, this topic is covered in corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	o	?	?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to sustainable design is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on sustainable design remains unknown.	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	+/?	+/?	D	P	GM / W				Policy should encourage the development of low carbon facilities to decouple economic activity with carbon emissions. This should focus on aspects such as energy generation, transport and buildings. Policy should also ensure integration of low carbon/renewable technology in conventional developments.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing low carbon and renewable energy. However, this topic is covered in corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	o	+/?	+/?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to low carbon and renewable energy economic opportunities. As such, the scoring has not been changed and the potential impacts of the policy on low carbon and renewable energy remains unknown.	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	+/?	+/?	D	P	GM / W				As above.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green house gas emissions. However, this topic is covered in corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	o	+/?	+/?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to green house gas emissions is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on green house gas emissions remains unknown.	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	?	?	?	D	P	L	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	The policy makes no reference to protection of landscape, townscape or heritage assets. The developments talked about have potential to affect local landscape, townscape and specific views. This will be assessed in detail as part of any development (e.g. through LVIA, as part of planning and/or EIA).	Landscape quality is reduced and character is lost from various assets until it is diminished	Link to design policies	Partially	No amendments have been made to the policy text to address mitigation comments in relation to design policies. This is covered in thematic policy E1 which covers principles for creating sustainable places	?	?	?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to design policies is mentioned. As such, the scoring has not been changed and the potential impacts of the policy linking to design policies remains uncertain.	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	?	?	?	D	P	L				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to design policies. This is covered in thematic policy E1 which covers principles for creating sustainable places	?	?	?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to design policies is mentioned. As such, the scoring has not been changed and the potential impacts of the policy linking to design policies remains uncertain.	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	?	?	?	D	P	L				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to design policies. This is covered in thematic policy E1 which covers principles for creating sustainable places	?	?	?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to design policies is mentioned. As such, the scoring has not been changed and the potential impacts of the policy linking to design policies remains uncertain.	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	?	?	?	D	P	Local / GM	Receptors: greenfield and brownfield land Affected groups: Non identified	The policy specifies the quantum of greenfield and brownfield land expected to be developed on and it is roughly 50/50. As such, the policy supports some development of brownfield land but also the release of greenbelt land	Loss of greenfield land	Ensure brownfield land is prioritised before Green Belt	Partially	No amendments have been made to the policy text to address mitigation comments in relation to prioritising different types of land for development. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	?	?	?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to the types of land which will be prioritised for development. As such, the scoring has not been changed and the potential impacts of the policy remains unknown.	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	?	?	?	D	P	W				Ensure that best and most versatile agricultural land is protected from Green Belt release	Partially	No amendments have been made to the policy text to address mitigation comments in relation to protecting the most versatile agricultural land. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	?	?	?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to protecting versatile agricultural land is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on agricultural land remains unknown.	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	?	?	?	D	P	Local / GM				Ensure the reuse of land and buildings is prioritised before Green Belt sites	Partially	No amendments have been made to the policy text to address mitigation comments in relation to prioritising brownfield land over Green Belt sites. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	?	?	?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to brownfield land is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land remains unknown.	None Identified

		Support reductions in land contamination through the remediation and reuse of previously developed land?	?	?	?	D	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to prioritising brownfield land over Green Belt sites. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	?	?	?	Policy GM-P4 is focused on industry and warehousing development but has no specific reference to brownfield land is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land remains unknown.	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	?	?	?	D	P	Local/ GM	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Unknown effect	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	?	?	?	D	p	Local/ GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	?	?	?	D	P	Local/ GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

Homes for Greater Manchester

GM H1 - Scale, Distribution and Phasing of New Housing Development

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	? / -	? / -	D	P	GM	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy sets out a specific housing target based on the calculation of housing needed which also takes into account existing levels of affordability. The background text reads that affordable housing is needed in GM and will be supplied but this is covered in more detail in a later policy. The policy mentions how new housing will be focused in areas with central locations and good connections to main concentrations of employment. An indirect effect of building large housing developments includes the provision of green spaces.	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			++	? / -	? / -	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	O	O	D	P	GM				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	? / +	? / +	? / +	I	P	GM				None identified			? / +	? / +	? / +	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	O	O	O	D	P	Wider				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	? / +	? / +	? / +	I	P	GM	Receptors: GM population and GM economy Affected groups: widespread effects.	Extra housing will assist in attracting and retaining skilled workers. However, employment land must be made available to accommodate for this. Manchester and Salford will be the focus of the highest levels of new housing due to their central location and access to transport and employment land.	Could have cumulative socio-economic and environmental effects with other local development schemes.	Link to provision of employment as there is further development creating a more viable economy	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing employment opportunities. However, this topic is covered in corresponding thematic policies GM P1 which covers GM's economic growth	? / +	? / +	? / +	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to employment opportunities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for employment opportunities remains uncertain.	None identified
		Support education and training to provide a suitable labour force for future growth?	O	O	O	I	P	Wider				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	?	?	I	P	GM				None identified			O	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	?	?	?	I	P	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	If additional transport infrastructure is built to accompany the housing, then this would have long term benefits. However, if the transport infrastructure can't accommodate for the increased population/spatial distribution then this would have an negative effect with increased congestion.	Could have cumulative socio-economic and environmental effects with other local development schemes.	Policy should refer to the infrastructure that will be provided as a result of the additional dwellings	Y	Policy text has changed in to reference that the necessary infrastructure and amenities will be provided to support the new homes being built	O	+	+	Policy GM-H1 is focused on housing scale, distribution and phasing. Policy text has been amended to ensure the necessary infrastructure and amenities will be provided to support the new homes following the IA mitigation.	None identified
		Improve transport connectivity?	?	?	?	D	P	Wider				As above	Y	Policy text has changed in to reference that the necessary infrastructure and amenities will b provided support the new homes being built	O	+	+	Policy GM-H1 is focused on housing scale, distribution and phasing. Policy text has been amended to ensure the necessary infrastructure and amenities will be provided to support the new homes following the IA mitigation.	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	?	?	D	P	Wider				As above	Y	Policy text has changed in to reference that the necessary infrastructure and amenities will b provided support the new homes being built	O	+	+	Policy GM-H1 is focused on housing scale, distribution and phasing. Policy text has been amended to ensure the necessary infrastructure and amenities will be provided to support the new homes following the IA mitigation.	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	O	O	I	P	Local	Receptors: GM population Affected groups: Lower socio-economic groups.	Not mentioned in policy	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	O	O	I	P	GM				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	O	O	I	P	GM	Receptors: housing market, first time buyers. Affected groups: various, depending on locality	The supporting text states that housing will be focused in the northern and central districts of GM, and in particular Salford and Manchester and does not reference other areas.	Potential link to other initiatives which seek to integrate communities	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	O	O	I	P	GM				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	O	O	I	P	GM				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	-	-	-	D	P	GM				This policy could be improved by allocating employment land in other areas so housing developments can be built outside of the central/northern areas of GM and referencing this directly in the policy.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to utilising employment land for residential development. However, this topic is covered in corresponding thematic policies GM G1 which cover sustainable development	-	-	-	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to utilising employment land for residential development. As such, the scoring has not been changed and the potential impacts of the policy remains negative.	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	O	O	O	I	P	GM	Receptors: Affected groups:	Not mentioned in policy	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	O	O	O	I	P	Wider				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	O	O	O	I	P	Local				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	O	O	D	P	GM	Receptors: GM population Affected groups: all groups will be affected by this	Not mentioned in policy	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	O	O	O	D	P	Local				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	O	O	D	P	Local				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	O	O	I	P	Local	Receptors: GM population Affected groups: all groups will be affected by this	Not mentioned in policy	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	O	O	O	I	P	GM				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	I	P	GM	Receptors: GM population, transport network Affected groups: Various	The increase in housing is designed to attract and retain skilled workers. The associated infrastructure and Masterplanning mentioned in the supporting text will include efficient design and suitable transport infrastructure. Long-term benefits of this policy will include the reduction in air pollution as people rely less on motor vehicles and utilise sustainable transport.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Provide sustainable transport that is well connected to employment, leisure and housing sites.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel	+	+	+	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to sustainable transport. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for local travel movements and patterns of movement remains positive.	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+	+	+	I	P	Wider/GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

		Support the use of sustainable and active modes of transport?	+	+	+	I	P	Wider/GM				The GMSF should encourage development of a strategic cycle network. Making walking a feasible option for short trip should be encourages through co-location.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel	+	+	+	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to active transport such as a cycle network. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for local travel movements and patterns of movement remains positive.	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	O	O	o	I	P	Wider	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Increased provision of housing, new masterplans and infrastructure will factor in sustainable modes of transport. This will have a positive effect long-term as people will rely less on motor vehicles and more on public/sustainable transport, thus reducing carbon emissions.	Less motor vehicles and more use of increasingly connected sustainable modes of transport, will ultimately reduce greenhouse emissions long-term.	Should explicitly mention the sustainable transport provisions which will be made to improve transport networks to new housing.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to sustainable transport. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for local travel movements and patterns of movement remains neutral.	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	O	O	O	I	P	Wider	Receptors: communities, green infrastructure and the environment. Affected groups: all people, and those in deprived areas.	Access to green infrastructure will be provided through the suitable design of housing sites. This will benefit the local community short term, providing a place for recreation and tranquility where communities can socialise. Long-term, the provision of green spaces will improve the health of residents by providing places for outdoor activity. Has the potential to positively impact deprived communities, providing tranquil green spaces and benefiting health long-term.	Benefit the health of local communities through access to open, green spaces.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	O	O	O	I	P	Wider				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	O	O	O	I	P	Wider				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+	+	+	D	P	Local / GM				Provide detail on the green spaces which will be factored into masterplans and housing sites. Focus on providing attractive green spaces in deprived areas, to enhance the local area and encourage healthy activities.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green infrastructure. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	+	+	+	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green infrastructure remains positive.	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	O	O	I	P	GM	Receptors: Communities, various aspects of the built and natural environment Affected groups: various / all	Not mentioned in policy	N/A	None identified		Whilst recommendations not previously made, with the greater emphasis on climate change, it is considered the policy could specifically reference climate change.	O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	This policy could be further strengthened through specific reference to climate change in this policy or relevant thematic policy in the Sustainability and Resilience Chapter.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	O	O	D	P	Local	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Not mentioned in policy	Increased risk of flooding	Policy should reinforce existing guidance and best practice. Policy should link to other agendas, such as those relating to green infrastructure (and the consideration of multifunctional "green space" and ecosystem services), ecology, recreation and health.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk impacts at the design stage of development. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk remains neutral.	None identified
		Ensure adequate measures are in place to manage existing flood risk?	O	O	O	D	P	Local				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk impacts at the design stage of development. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk remains neutral.	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	O	O	O	I	P	Local				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk impacts at the design stage of development. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk remains neutral.	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	O	O	I	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood risk impacts at the design stage of development. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk remains neutral.	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	O	O	I	P	N/A	Receptors: water courses, ground water, water supplies Affected groups: Various	Not mentioned in policy	The quality and availability of water resources may be reduced	Policy should reinforce existing guidance and best practice in new development, and also seek to bring about improvements in the conurbations surface water network, linking to other agendas (e.g. those set out against objective 13)	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to water resource management is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains neutral.	None identified
		Promote management practices that will protect water features from pollution?	O	O	O	I	P	N/A				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to water resource management is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains neutral.	None identified

		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	O	O	I	P	N/A				Policy should encourage design in new developments which encourages sustainable water use. This should include housing and employment. Include in design guide recommendation.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to water resource management is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains neutral.	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	O	O	O	N/A	N/A	N/A	Receptors: None identified Affected groups: Various	Not mentioned in policy		Policy should encourage design in new developments which encourages sustainable energy use. This should cover building fabric (e.g. insulation) and technologies. Include in design guide recommendation.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing energy efficiency. However, this topic is covered by corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to energy is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on energy efficiency remains neutral.	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	O	O	N/A	N/A	N/A				Policy should encourage the development of low carbon facilities to decouple economic activity with carbon emissions. This should focus on aspects such as energy generation, transport and buildings. Policy should also ensure integration of low carbon/renewable technology in conventional developments. Include in design guide recommendation.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing low carbon and renewable energy. However, this topic is covered by corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing and references low carbon and renewable energy economic opportunities but has not amended the text following the 2019 mitigation. As such, the scoring has not been changed and the potential impacts of the policy on low carbon and renewable energy remains neutral.	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	O	O	N/A	N/A	N/A				As above.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green house gas emissions. However, this topic is covered by corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to green house gas emissions is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on green house gas emissions remains neutral.	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	O	O	N/A	N/A	N/A	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Not mentioned in policy	Landscape quality is reduced and character is lost from various assets until it is diminished	In enacting SO1 through policy, key landscape/townscape/heritage assets should be listed for protection. This may include some views to/from of key assets. Policy should also seek to improve areas where public realm (etc.) requires improvement, recognising the multiple-benefits associated with such improvements (recreation/health, social interaction, crime reduction, ecology, heritage etc.). Policy should recognised the importance of "networks" as well as individual sites/spaces, linking blue/green corridors to maximise various benefits (e.g. ecology benefits, recreation, sustainable transport potential and social cohesion). Include in design guide recommendation.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to key landscape, townscape and heritage assessments, improving public realm and recognising networks. However, these topics are covered in corresponding thematic policies GM Strat - 13 and GM G2 cover green infrastructure, GM E2 cover heritage matters and GM E1 covers creating sustainable places	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to key landscape, townscape and heritage assessments, improving public realm and recognising networks is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on landscape, townscape and heritage, public realm and networks remains neutral.	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	O	O	O	N/A	N/A	N/A				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to key landscape, townscape and heritage assessments, improving public realm and recognising networks. However, this topics are covered in corresponding thematic policies GM Strat - 13 and GM G2 cover green infrastructure, GM E2 cover heritage matters and GM E1 covers creating sustainable places	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to key landscape, townscape and heritage assessments, improving public realm and recognising networks is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on green house gas emissions remains neutral.	None identified
		Respect, maintain and strengthen local character and distinctiveness?	O	O	O	N/A	N/A	N/A				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to key landscape, townscape and heritage assessments, improving public realm and recognising networks. However, this topics are covered in corresponding thematic policies GM Strat - 13 and GM G2 cover green infrastructure, GM E2 cover heritage matters and GM E1 covers creating sustainable places	O	O	O	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to key landscape, townscape and heritage assessments, improving public realm and recognising networks is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on green house gas emissions remains neutral.	None identified
		Support the development of previously developed land and other sustainable locations?	?	?	?	N/A	N/A	N/A	Receptors: greenfield and brownfield land Affected groups: Non identified	Not mentioned in policy	Loss of greenfield land	Explore opportunities for how development of new greenfield sites could contribute to / enable the development of derelict land / sites elsewhere in the conurbation (e.g. through contributions / hypothecated tax regime etc.)	Partially	No amendments have been made to the policy text to address mitigation comments in relation to contribute to or enable brownfield land development following the development of greenfield sites. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	?	?	?	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to enabling or contributing to the development of brownfield land is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land remains uncertain.	None identified

17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Protect the best and most versatile agricultural land / soil resources from inappropriate development?	?	?	?	N/A	N/A	N/A				Draft policy which ensures development of BAMV agricultural land is not promoted	Partially	No amendments have been made to the policy text to address mitigation comments in relation to protecting the BAMV agricultural land. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	?	?	?	Policy GM-H1 is focused on housing scale, distribution and phasing but no specific reference to protecting BAMV agricultural land is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on agricultural land remains uncertain.	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	?	?	?	N/A	N/A	N/A				Explore opportunities for how development of new greenfield sites could contribute to / enable the development of derelict land / sites elsewhere in the conurbation (e.g. through contributions / hypothecated tax regime etc.)	Partially	No amendments have been made to the policy text to address mitigation comments in relation to contribute to or enable brownfield land development following the development of greenfield sites. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	?	?	?	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to enabling or contributing to the development of brownfield land is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land remains uncertain.	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	?	?	?	N/A	N/A	N/A				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to contribute to or enable brownfield land development following the development of greenfield sites. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	?	?	?	Policy GM-H1 is focused on housing scale, distribution and phasing but has no specific reference to enabling or contributing to the development of brownfield land is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land remains uncertain.	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	O	O	N/A	N/A	N/A	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Not mentioned in policy	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	O	O	O	N/A	N/A	N/A				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM H2 - Affordability of New Housing

			Assessment										2020						
Ref	Objective	Assessment criteria….will the GMSF	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	++	++	D	P	GM	Receptors: transport network, road network, road users, utility network/customers, built environment, green spaces Affected groups: all	Policy mentions significantly increasing the supply of affordable housing. The policy details the aim to secure more public funding for the provision of affordable housing and has specific targets for the amount of affordable homes needed.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces. Improved inequalities in the provision of housing in areas of lower economic growth.	None Identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	+	++	++	D	P	GM				The location of affordable housing is important to ensure it is accessible to employment, retail, leisure and community facilities. On larger sites, it is important that the affordable housing is provided across the site to prevent clustering.	Y	Policy text has changed in to reference that affordable housing will be delivered to avoid clusters of tenure	++	++	++	Policy GM-H2 is focused on affordable housing delivery. Policy text has been amended to ensure housing tenures are not clustered within new development sites.	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	?	?	?	I	P	GM				None Identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	?	?	?	I	P	GM				None Identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	O	O	I	P	GM	Receptors: GM population Affected groups: All	Neutral/no effect against this objective and assessment criteria anticipated.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	The location of affordable housing is important to ensure it is accessible to employment, retail, leisure and community facilities.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing affordable housing and its location to employment, retail, leisure and community facilities. However, this topic is covered in corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to opportunities for the location of affordable housing delivery. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the location of affordable housing remains neutral.	None identified
		Support education and training to provide a suitable labour force for future growth?	O	O	O	I	P	GM					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing affordable housing and its location to employment, retail, leisure and community facilities. However, this topic is covered in corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to opportunities for the location of affordable housing delivery. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the location of affordable housing remains neutral.	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	O	O	I	P	GM					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing affordable housing and its location to employment, retail, leisure and community facilities. However, this topic is covered in corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to opportunities for the location of affordable housing delivery. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the location of affordable housing remains neutral.	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	?	?	?	D	P	Wider	Receptors: transport network, road network, road users, utility network/customers Affected groups: all (emphasis on elderly/disabled who are less mobile).	The supporting text mentions providing more housing in Manchester and Salford due to their central location and connections to transport, services and employment. However, it does not detail the additional transport infrastructure needed in other areas which don't already benefit from connectivity.	Positive impacts for Salford and Manchester but potential negative impacts for areas not well connected	Ensure additional transport infrastructure/networks are provided where additional housing is located. This is covered by the Connected GM chapter.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing infrastructure where additional housing is located. However, this topic is covered in corresponding thematic policies GM N1 and N3 which covers GM's integrated network and public transport	?	?	?	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to transport infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for transport infrastructure remains unknown.	None identified
		Improve transport connectivity?	?	?	?	D	P	Wider					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing infrastructure where additional housing is located. However, this topic is covered in corresponding thematic policies GM N1 and N3 which covers GM's integrated network and public transport	?	?	?	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to transport infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for transport infrastructure remains unknown.	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	?	?	D	P	Wider					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing infrastructure where additional housing is located. However, this topic is covered in corresponding thematic policies GM N1 and N3 which covers GM's integrated network and public transport	?	?	?	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to transport infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for transport infrastructure remains unknown.	None identified
4		Reduce the proportion of people living in deprivation?	?	+	+	D	P	GM	Receptors: GM population Affected groups: Lower socio-economic groups and deprived areas.	This policy has the potential to reduce barriers to housing domain in the IMD through the provision of additional housing, especially in areas with lower economic growth. It also	Reduced housing inequalities and a better IMD for 'barriers to housing' domain	Provide community services and facilities along with educational and training services to reduce deprivation long term. On larger sites, it is important that the affordable housing is provided across the site to prevent clustering to allow better social inclusion.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing community services and facilities being provided with new housing schemes. However, this topic is covered in corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	?	+	+	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to opportunities for the provision of community and educational facilities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for community and educational facilities positive.	None identified

4	Reduce levels of deprivation and disparity	Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	?	?	?	I	P	GM		could help the proportion of people living in deprivation by providing more affordable housing to suit their needs.		Focus on providing accessible, high quality green spaces and access to green transport (bike schemes) and active transport in deprived areas.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green spaces and supporting active travel. However, these topics are covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel and GM-Strat 13, G2 and G6 which cover green infrastructure	?	?	?	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to sustainable transport and green spaces. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for sustainable transport and green spaces opportunities remains unknown.	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: various, depending on locality	This policy states that the need for affordable housing was taken into consideration when calculating the housing requirement for GM. Ensuring the provision of affordable housing takes into account the needs of different socio-economic groups across GM. The policy also tailors the amount of housing supplied in different areas around GM.	Reduced inequalities	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+	+	+	I	P	GM							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	+	+	+	D	P	GM							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	O	O	O	N/A	N/A	N/A	Receptors: built environment, air quality, green spaces and cycling Affected groups: various	There is no mention of green space or how new housing developments will be designed. However, assuming this is covered in a later policy- the provision of new housing should incorporate green space which will promote active and healthier lifestyles.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	Provide sufficient community services to accommodate for the increased population. Also ensure high quality green spaces are provided in deprived areas, especially those with low health IMD deciles.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sufficient community services and green spaces. However, these topics are covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to opportunities for provision of green spaces and community services. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the provision of green spaces and community services remains neutral.	None identified
		Reduce health inequalities within GM and with the rest of England?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sufficient community services and green spaces. However, these topics are covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to opportunities for provision of green spaces and community services. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the provision of green spaces and community services remains neutral.	None identified
		Promote access to green space?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sufficient community services and green spaces. However, these topics are covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to opportunities for provision of green spaces and community services. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the provision of green spaces and community services remains neutral.	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: all groups	The policy doesn't cover this- assuming other policies will, since the provision of key services to accompany housing developments is necessary.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided. However, this policy could reduce inequalities	The location of affordable housing is important to ensure it is accessible to employment, retail, leisure and community facilities. On larger sites, it is important that the affordable housing is provided across the site to prevent clustering.	Partially	Policy text has changed in to reference that affordable housing will be delivered to avoid clusters of tenure. However, no amendments have been made to the policy text to address mitigation comments in relation to referencing affordable housing and its location to employment, retail, leisure and community facilities. However, this topic is covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O/+	O/+	O/+	Policy GM-H2 is focused on affordable housing delivery. Policy text has been amended to ensure housing tenures are not clustered within new development sites.	None identified
		Ensure sufficient access to educational facilities for all children?	O	O	O	N/A	N/A	N/A					Partially	Policy text has changed in to reference that affordable housing will be delivered to avoid clusters of tenure. However, no amendments have been made to the policy text to address mitigation comments in relation to referencing affordable housing and its location to employment, retail, leisure and community facilities. However, this topic is covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O/+	O/+	O/+	Policy GM-H2 is focused on affordable housing delivery. Policy text has been amended to ensure housing tenures are not clustered within new development sites.	None identified

		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	O	O	N/A	N/A	N/A					Partially	Policy text has changed in to reference that affordable housing will be delivered to avoid clusters of tenure. However, no amendments have been made to the policy text to address mitigation comments in relation to referencing affordable housing and its location to employment, retail, leisure and community facilities. However, this topic is covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O/+	O/+	O/+	Policy GM-H2 is focused on affordable housing delivery. Policy text has been amended to ensure housing tenures are not clustered within new development sites.	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	O	O	I	P	GM	Receptors: GM population Affected groups: all groups	There is no mention of improving local education facilities but this should be covered in a later policy.	Reduced inequalities and improved skill set of working population. This will lead to wider economic growth.	In order to accommodate for the increasing population, more school places will need to be provided, as well as training/educational facilities for the local population in order to provide GM with a skilled work force.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education facilities and improving skills. However, this topic is covered in corresponding thematic policy GM E5 which covers skills, education and knowledge	O	O	O	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to education facilities and improving skills. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for education facilities and improving skills remains neutral.	None identified
		Improve educational and skill levels of the population of working age?	O	O	O	I	P	GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education facilities and links to enhancing skill levels. However, this topic is covered in corresponding thematic policy GM E5 which covers skills, education and knowledge	O	O	O	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to education facilities and improving skills. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for education facilities and improving skills remains neutral.	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	?	?	?	I	P	Wider	Receptors: GM population, transport network Affected groups: Various	Transport is not mentioned in the policy, however supplying more housing across GM could indirectly put a strain on the transport infrastructure across the region.	An increasing population could put strain on the transport services unless they are improved.	Improve transport networks and infrastructure to accommodate for the additional population residing in the new housing developments.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered by corresponding thematic policies GM N3 and N5 which cover public transport and active travel	?	?	?	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	?	?	?	I	P	Wider					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered by corresponding thematic policies GM N3 and N5 which cover public transport and active travel	?	?	?	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None identified
		Support the use of sustainable and active modes of transport?	?	?	?	I	P	Wider					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered by corresponding thematic policies GM N3 and N5 which cover public transport and active travel	?	?	?	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	O	O	O	I	P	Wider	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Neutral/no effect against this objective and assessment criteria anticipated.	Increased trips by private motor vehicle will worsen the air quality over time. Or if a better network of sustainable transport is provided, air quality could be improved long-term.	Improve public transport networks to accommodate for the increasing population and ensure this provision is affordable to encourage use and reduce air pollution long term.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable and active travel modes. However, this topic is covered by corresponding thematic policy GM Strat 14 which covers the GM transport network	O	O	O	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to sustainable travel. As such, the scoring has not been changed and the potential impacts of the policy on opportunities remains neutral.	None identified
11	Conserve and enhance biodiversity, green infrastructure and	Provide opportunities to enhance new and existing wildlife and geological sites?	O	O	O	?	?	?	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The building works associated with creating new housing sites could negatively impact geological sites, habitats and wildlife. However, the protection of these areas could be ensured by a later policy. This policy could impact green spaces and the tranquillity of areas if specific green infrastructure is not provided alongside the housing developments. However, if	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Describe how housing will be placed in appropriate locations, away from areas where there are protected species, habitats etc. Mention how housing sites will incorporate green infrastructure for recreation, amenity and tranquillity.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing green spaces and ecological networks. However, this topic is covered by corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	O	O	O	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to opportunities for new and existing green spaces and ecological networks. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing green spaces and ecological networks remains unknown.	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	?	?	?	D	T	Local					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing appraising wildlife and geological sites including habitats and species. However, this topic is covered by corresponding thematic policy GM G10 which covers biodiversity and geodiversity	?	?	?	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to appraising wildlife and geological sites including habitats and species. As such, the scoring has not been changed and the potential impacts of the policy on appraising wildlife and geological sites including habitats and species remains unknown.	None identified

	geodiversity assets	Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	O	O	O	?	?	?		opportunities for recreation, amenity and tranquillity are provided alongside the housing then this policy will enhance local areas long-term.			Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green and blue infrastructure. However, this topic is covered by corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	O	O	O	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green and blue infrastructure remains unknown.	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?	?	?	D	P	Local					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green and blue infrastructure. However, this topic is covered by corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	?	?	?	Policy GM-H2 is focused on affordable housing delivery but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green and blue infrastructure remains unknown.	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	O	O	?	?	?	Receptors: Communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated.	Buildings which aren't equipped to deal with the effects of climate change could be susceptible to damage and loss.	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	?	?	?	I	P	GM	Receptors: Communities, built environment, wider economy Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated. Assuming GMSF will have another policy on this.	?	None Identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	?	?	?	I	P	GM							?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	?	?	?	I	P	GM							?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	O	O	?	?	?	Receptors: Environmental Affected Groups: Non Identified	Neutral/no effect against this objective and assessment criteria anticipated.	?	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	O	O	O	?	?	?				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	O	O	?	?	?				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	O	O	O	?	?	?	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	?	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	O	O	?	?	?				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	O	O	?	?	?				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	O	O	?	?	?	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated. Assuming GMSF will have another policy on this.	?	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	O	O	O	?	?	?				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	O	O	O	?	?	?				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	O	O	O	?	?	?	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated. Assuming GMSF will have another policy on this.	?	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	O	O	O	?	?	?				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	O	O	O	?	?	?				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	O	O	O	?	?	?				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	O	O	?	?	?	Receptors: Environment, Built Environment Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	?	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	O	O	O	?	?	?				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	O	O	O	?	?	?				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM H3 -Type, Size and Design of New Housing Part 1 of 2 (Previously SOC 5 and SOC 6 and are now merged, this assessment is based on SOC 5 mitigation and scoring)

Ref	Objective	Assessment criteria….will the GMSF	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Majority of effects are: direct (D) or	Majority of effects are: Temporary (T) or	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020 Has 2019 mitigation been addressed? (Yes/Partially/No)	2020 Commentary on changes made since 2019	2020 Assessment ST (0-4 years)	2020 Assessment MT (5-9 years)	2020 Assessment LT (10+ years)	2020 Summary of new scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	++	++	D	P	GM	Receptors: transport network, road network, road users, utility network/customers, built environment, green spaces, employment. Affected groups: all	This policy mentions the delivery of a wide range of housing value and tenures across GM. Build to rent schemes will incorporate appropriate levels of affordable housing and private rent. The policy also aims to work with the GMCA to ensure fairer rents and security of tenures.	Improved levels of economic growth with the retention of skilled workers. Reductions of inequalities in terms of access to housing.	None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	+	++	++	D	P	GM				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	?/ - / +	?/ - / +	?/ - / +	I	P	GM				None identified			?/ - / +	?/ - / +	?/ - / +	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	?	?	?	I	P	GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	O	O	n/a	n/a	GM	Receptors: GM population Affected groups: All	The policy is focused on housing and does not make reference to employment.	Potential for cumulative socio-economic effects with other local development schemes	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	O	O	O	n/a	n/a	GM							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	O	O	n/a	n/a	GM							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	?	?	?	D	P	Wider	Receptors: transport network, road network, road users, utility network/customers Affected groups: all (emphasis on elderly/disabled who are less mobile).	The policy has uncertain effects as there is no reference to transport infrastructure, however the policy is focused on new housing development.	N/A	None Identified.			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	?	?	?	D	P	Wider							?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	?	?	D	P	Wider							?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	+	+	D	P	Local / GM	Receptors: GM population Affected groups: Lower socio-economic groups and deprived areas.	This policy has the potential to reduce barriers to housing domain in the IMD through the provision of a mixture of housing types and tenures. The policy addresses the need to tackle poor quality housing, affordable and fairer rents and greater security of tenure. This will benefit a wide range of people across GM and help to tackle housing inequalities.	Reduced housing inequalities and a better IMD for 'barriers to housing' domain	Provide community services and facilities along with educational and training services to reduce deprivation long term.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing community services and education facilities being provided. However, this topic is covered in corresponding thematic policies GM E1 covering sustainable places and the need for developments to be well connected to services and facilities and GM E5 covering skills, education and knowledge	+	+	+	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for the provision of community and educational facilities/services. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for community and educational facilities remains positive.	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	++	++	D	P	GM				Focus on providing more green spaces (of good design quality) and access to free or low-cost green transport (bike schemes) in deprived areas.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green spaces and supporting active travel. However, these topics are covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel and GM-Strat 13, G2 and G6 which cover green infrastructure	+	++	++	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to sustainable transport and green spaces. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for sustainable transport and green spaces opportunities remains positive.	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	+	+	D	P	Local	Receptors: GM population Affected groups: various, depending on locality	The policy states that communities will benefit by becoming mixed and inclusive which will directly foster good relations between different people. As housing becomes diversified and mixed across different areas, existing and new infrastructure will become equally accessible for different groups. The specific needs of different areas are addressed by this policy in the supporting text.	Reduced inequalities	Covered in policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+	+	+	D	P	GM				Covered in policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	+	+	+	I	P	GM				Covered in policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	++	++	++	D	P	GM				Covered in policy.			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	O	O	O	n/a	n/a	n/a	Receptors: built environment, air quality, green spaces and cycling Affected groups: various	Neutral effect against this policy.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	Provide sufficient community services to accommodate for the increased population. Also ensure high quality green spaces are provided in deprived areas, especially those with low health IMD deciles.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sufficient community services and green spaces. However, these topics are covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for provision of green spaces and community services. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the provision of green spaces and community services remains neutral.	None identified
		Reduce health inequalities within GM and with the rest of England?	O	O	O	n/a	n/a	n/a					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sufficient community services and green spaces. However, these topics are covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for provision of green spaces and community services. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the provision of green spaces and community services remains neutral.	None identified
		Promote access to green space?	O	O	O	n/a	n/a	n/a					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sufficient community services and green spaces. However, these topics are covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for provision of green spaces and community services. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the provision of green spaces and community services remains neutral.	None identified
		Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	O	O	n/a	n/a	n/a	Receptors: GM population		Socio-economic groups will be spread out across GM				O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

7	Ensure access to and provision of appropriate social infrastructure	Ensure sufficient access to educational facilities for all children?	O	O	O	n/a	n/a	n/a	Affected groups: all groups	Neutral effect against this policy.	through the provision of affordable and mixed housing. This means reduced health and education inequalities, with the improved access to key facilities.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	O	O	n/a	n/a	n/a	Receptors: GM population	Neutral effect against this policy.	Reduced inequalities and improved skill set of working population. This will lead to wider economic growth.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	O	O	O	n/a	n/a	n/a	Affected groups: all groups			None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	?/ - / +	?/ - / +	?/ - / +	I	P	Wider	Receptors: GM population, transport network Affected groups: Various	The policy has uncertain effects as there is no reference to sustainable transport, however the policy is focused on new housing development and therefore there are likely to be links.	An increasing population could put strain on the transport services unless they are improved.	Improve transport networks and infrastructure to accommodate for the additional population residing in the new housing developments. This will be covered through Connected GM.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes and transport infrastructure. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which cover GM's integrated network, public transport and active travel	?/ - / +	?/ - / +	?/ - / +	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	?/ - / +	?/ - / +	?/ - / +	I	P	Wider					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes and transport infrastructure. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which cover GM's integrated network, public transport and active travel	?/ - / +	?/ - / +	?/ - / +	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None identified
		Support the use of sustainable and active modes of transport?	?/ - / +	?/ - / +	?/ - / +	I	P	Wider					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes and transport infrastructure. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which cover GM's integrated network, public transport and active travel	?/ - / +	?/ - / +	?/ - / +	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	O	O	O	n/a	n/a	n/a	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Neutral/no effect against this objective and assessment criteria anticipated.	Increased trips by private motor vehicle will worsen the air quality over time. Or if a better network of sustainable transport is provided, air quality could be improved long-term.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	O	O	O	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The building works associated with creating new housing sites could negatively impact geological sites, habitats and wildlife. However, the protection of these areas could be ensured by a later policy. This policy could impact green spaces and the tranquility of areas if specific green infrastructure is not provided alongside the housing developments. However, if opportunities for recreation, amenity and tranquillity are provided alongside the housing then this policy will enhance local areas long-term.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Describe how housing will be placed in appropriate locations, away from areas where there are protected species, habitats etc. Mention how housing sites will incorporate green infrastructure for recreation, amenity and tranquillity.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing green spaces, ecological and geological networks. However, this topic is covered by corresponding thematic policies GM G2 and Strat-13 which covers green infrastructure networks and G10 which covers biodiversity and geodiversity	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for new and existing green spaces, ecological and geological networks. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing green spaces and ecological networks remains neutral.	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	O	O	O	n/a	n/a	n/a					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing green spaces, ecological and geological networks. However, this topic is covered by corresponding thematic policies GM G2 and Strat-13 which covers green infrastructure networks and G10 which covers biodiversity and geodiversity	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for new and existing green spaces, ecological and geological networks. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing green spaces and ecological networks remains neutral.	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	O	O	O	n/a	n/a	n/a					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing green spaces, ecological and geological networks. However, this topic is covered by corresponding thematic policies GM G2 and Strat-13 which covers green infrastructure networks and G10 which covers biodiversity and geodiversity	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for new and existing green spaces, ecological and geological networks. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing green spaces and ecological networks remains neutral.	None identified

		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O	O	O	n/a	n/a	n/a					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing green spaces, ecological and geological networks. However, this topic is covered by corresponding thematic policies GM G2 and Strat-13 which covers green infrastructure networks and G10 which covers biodiversity and geodiversity	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for new and existing green spaces, ecological and geological networks. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing green spaces and ecological networks remains neutral.	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	O	O	n/a	n/a	n/a	Receptors: Communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated.	Buildings which aren't equipped to deal with the effects of climate change could be susceptible to damage and loss.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	O	O	n/a	n/a	n/a	Receptors: Communities, built environment, wider economy Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated. Assuming GMSF will have another policy on this.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	O	O	n/a	n/a	n/a	Receptors: Environmental Affected Groups: Non Identified	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	O	O	O	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	N/A				O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	O	O	n/a	n/a	n/a				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	O	O	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated. Assuming GMSF will have another policy on this.	N/A				O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	O	O	O	n/a	n/a	n/a				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	O	O	O	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated. Assuming GMSF will have another policy on this.	N/A				O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	O	O	n/a	n/a	n/a	Receptors: Environment, Built Environment Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	O	O	O	n/a	n/a	n/a							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM H3 -Type, Size and Design of New Housing Part 2 of 2 (Previously SOC 5 and SOC 6 and are now merged, this assessment is based on SOC 6 mitigation and scoring)

Ref	Objective	Assessment criteria….will the GMSF	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any <u>specific sensitive receptors</u> where they have been identified	Potential cumulative effects	Mitigation / policy input	2020 Has 2019 mitigation been addressed? (Yes/Partially/No)	2020 Commentary on changes made since 2019	2020 Assessment ST (0-4 years)	2020 Assessment MT (5-9 years)	2020 Assessment LT (10+ years)	2020 Summary of new scoring	2020 Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	O	O	O	N/A	N/A	N/A	Receptors: transport network, road network, road users, utility network/customers, built environment, green spaces, employment. Affected groups: all	This policy states the need for developments to incorporate a range of dwelling types and sizes to meet local needs. It details the specific estimated demand of dwelling types across GM. Private outdoor space will be provided individual to each home and/or provided communally and accessibly.	Improved levels of economic growth with the retention of skilled workers. Reductions of inequalities in terms of access to housing.	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	+	++	++	D	P	GM				None Identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	? / - / +	? / - / +	? / - / +	D	P	GM				This could be made more explicit within the policy	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sufficient private outdoor space. However, this topic is covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities. Whilst it references access to green space it does not specifically reference private or communal outside space.	? / - / +	? / - / +	? / - / +	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for the sufficient provision of private outdoor space. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the provision of outdoor space remains uncertain.	It is considered that the policy could be strengthened by referencing private spaces.
		Support improvements in the energy efficiency and resilience of the housing stock?	?	?	?	I	P	GM				None Identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: All	There is no mention of how employment land will be provided or distributed to keep up with the varied housing described in this policy. Changing demographics across areas in GM could demand more varied employment opportunities in local areas.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided. Varied jobs and employment opportunities may need to be provided in order to keep up with this.	Employment land and education services will need to be integrated into new housing accommodate for changing demographic of areas.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing integrating residential development with employment and education services. However, this topic is covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H3 on type, size and design of new housing. However, there is no reference to integrating residential development with employment and education services. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the location of affordable housing remains neutral.	None identified
		Support education and training to provide a suitable labour force for future growth?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing integrating residential development with employment and education services. However, this topic is covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H3 on type, size and design of new housing. However, there is no reference to integrating residential development with employment and education services. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the location of affordable housing remains neutral.	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing integrating residential development with employment and education services. However, this topic is covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H3 on type, size and design of new housing. However, there is no reference to integrating residential development with employment and education services. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the location of affordable housing remains neutral.	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	?	?	?	I	P	Wider	Receptors: transport network, road network, road users, utility network/customers Affected groups: all (emphasis on elderly/disabled who are less mobile).	There is no mention of how transport infrastructure will be developed in this policy. However, with an increasing population distributed across the areas mentioned, there could be increased use and strain on local transport facilities.	An increasing population across GM will increase the demand on transport infrastructure.	Transport networks will need to be extended to new housing areas in order to keep up with the increasing population in local areas.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes and transport infrastructure. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which cover GM's integrated network, public transport and active travel	?	?	?	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to transport networks. As such, the scoring has not been changed and the potential impacts of the policy on transport network remains the same.	None identified
		Improve transport connectivity?	?	?	?	I	P	Wider					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes and transport infrastructure. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which cover GM's integrated network, public transport and active travel	?	?	?	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to transport networks. As such, the scoring has not been changed and the potential impacts of the policy on transport network remains the same.	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	?	?	I	P	Wider					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes and transport infrastructure. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which cover GM's integrated network, public transport and active travel	?	?	?	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to transport networks. As such, the scoring has not been changed and the potential impacts of the policy on transport network remains the same.	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: Lower socio-economic groups and deprived areas.	Providing a mixture of new types and sizes of housing will reduce the 'barriers to housing' decile included in the IMD.	Reduced housing inequalities and a better IMD for 'barriers to housing' domain	Provide community services and facilities along with educational and training services to reduce deprivation long term.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing community services and education facilities being provided. However, this topic is covered in corresponding thematic policies GM E1 covering sustainable places and the need for developments to be well connected to services and facilities and GM E5 covering skills, education and	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for the provision of community and educational facilities/services. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for community and educational facilities remains neutral.	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	++	++	I	P	GM				Focus on providing more green spaces (of good design quality) and access to free or low-cost green transport (bike schemes) in deprived areas.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green spaces and supporting active travel. However, these topics are covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel and GM-Strat 13, G2 and G6 which cover green infrastructure	+	++	++	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to sustainable transport and green spaces. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for sustainable transport and green spaces opportunities remains positive.	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	+	+	I	P	Local	Receptors: GM population Affected groups: various, depending on locality	This policy considers the various needs across GM in terms of housing size and type. It encourages inclusive communities that mix and have access to communal green spaces for socialising and activity. The policy is inclusive of various socio-economic groups as different sized properties meet different needs. Specialist housing for older households and vulnerable people will be provided to ensure appropriate facilities are available for different groups. Housing will be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations, which will benefit those with protected characteristics.	Reduced inequalities for those with protected characteristics. Enhance community relations through the provision of communal open spaces.	None Identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+	+	+	I	P	GM				None Identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	+	+	+	I	P	GM				None Identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	+	+	+	I	P	GM				None Identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	+	+	I	P	GM	Receptors: built environment, air quality, green spaces and cycling Affected groups: various	This policy states that green spaces will be provided either within or in close proximity to all new housing types. As mentioned in the supporting text, having access to green spaces will encourage activity and support healthier lifestyles. Health inequalities will be reduced across GM as all types and sizes of housing will be provided with access to green spaces.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	The supporting text references green space benefits, which reference could be made to in the policy	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green spaces benefits. However, this topic is covered by corresponding thematic policies GM G2, G6 and Strat-13 which covers green infrastructure and urban green space provision	o	o	o	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for provision of green spaces within the policy text. As such, the scoring has been updated and the potential impacts of the policy on opportunities for the provision of green spaces is now neutral.	None identified
		Reduce health inequalities within GM and with the rest of England?	+	+	+	I	P	GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green spaces benefits. However, this topic is covered by corresponding thematic policies GM G2, G6 and Strat-13 which covers green infrastructure and urban green space provision	o	o	o	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for provision of green spaces within the policy text. As such, the scoring has been updated and the potential impacts of the policy on opportunities for the provision of green spaces is now neutral.	None identified
		Promote access to green space?	+	++	++	D	P	GM				None Identified	n/a	No amendments have been made to the policy text to address mitigation comments in relation to referencing green spaces benefits. However, this topic is covered by corresponding thematic policies GM G2, G6 and Strat-13 which covers green infrastructure and urban green space provision	o	o	o	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for provision of green spaces within the policy text. As such, the scoring has been updated and the potential impacts of the policy on opportunities for the provision of green spaces is now neutral.	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: all groups	Neutral/no effect against this objective and assessment criteria anticipated.	As families become more distributed across GM, there may be a strain on services for children.	Ensure key services for children such as schools and community facilities are equally distributed across all areas in GM.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to delivering key services and facilities. However, this topic is covered in corresponding thematic policies GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for the provision of key services and facilities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for key facilities remains neutral.	None identified
		Ensure sufficient access to educational facilities for all children?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to delivering key services and facilities. However, this topic is covered in corresponding thematic policies GM E1 covering sustainable places and the need for developments to be well connected to services and facilities and GM E5 covering skills, education and knowledge	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for the provision of key services and facilities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for key facilities remains neutral.	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to delivering key services and facilities. However, this topic is covered in corresponding thematic policies GM E1 covering sustainable places and the need for developments to be well connected to services and facilities	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to opportunities for the provision of key services and facilities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for key facilities remains neutral.	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: all groups	Neutral/no effect against this objective and assessment criteria anticipated.	Reduced inequalities and improved skill set of working population. This will lead to wider economic growth.	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	O	O	O	N/A	N/A	N/A				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	O	O	O	N/A	N/A	N/A	Receptors: GM population, transport network Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	An increasing population could put strain on the transport services unless they are improved.	Improve transport networks and infrastructure to accommodate for the additional population residing in the new housing developments.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes and transport infrastructure. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which cover GM's integrated network, public transport and active travel	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes and transport infrastructure. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which cover GM's integrated network, public transport and active travel	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None identified
		Support the use of sustainable and active modes of transport?	O	O	O	N/A	N/A	N/A					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes and transport infrastructure. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which cover GM's integrated network, public transport and active travel	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	O	O	O	I	P	Wider	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Neutral/no effect against this objective and assessment criteria anticipated.	Increased trips by private motor vehicle will worsen the air quality over time. Or if a better network of sustainable transport is provided, air quality could be improved long-term.	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	O	O	O	N/A	N/A	N/A	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	O	O	N/A	N/A	N/A	Receptors: Communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated.	Buildings which aren't equipped to deal with the effects of climate change could be susceptible to damage and loss.	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	O	O	N/A	N/A	N/A	Receptors: Communities, built environment, wider economy Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated. Assuming GMSF will have another policy on this.	N/A	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	O	O	N/A	N/A	N/A	Receptors: Environmental Affected Groups: Non Identified	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	O	O	O	N/A	N/A	N/A				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	O	O	N/A	N/A	N/A				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	O	O	O	N/A	N/A	N/A	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	O	O	N/A	N/A	N/A				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	O	O	N/A	N/A	N/A				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	O	O	N/A	N/A	N/A	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated. Assuming GMSF will have another policy on this.	N/A	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	O	O	O	N/A	N/A	N/A				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	O	O	O	N/A	N/A	N/A				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	O	O	O	N/A	N/A	N/A	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated.	Using previously developed land will minimise the loss of Green Belt and greenfield land.	The supporting text states that a key part of the overall strategy is to maximise the amount of development on previously-developed sites and minimise the loss of greenfield/Green Belt land. This could be referenced in the policy text	Partially	No amendments have been made to the policy text to address mitigation comments in relation to contribute to or enable brownfield land development and minimise the loss of greenfield sites. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but no specific reference to contribute to or enable brownfield land development and minimise the loss of greenfield sites is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land neutral uncertain.	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	O	O	O	N/A	N/A	N/A				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to contribute to or enable brownfield land development and minimise the loss of greenfield sites. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but no specific reference to contribute to or enable brownfield land development and minimise the loss of greenfield sites is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land neutral uncertain.	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	O	O	O	N/A	N/A	N/A				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to contribute to or enable brownfield land development and minimise the loss of greenfield sites. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but no specific reference to contribute to or enable brownfield land development and minimise the loss of greenfield sites is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land neutral uncertain.	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	O	O	O	N/A	N/A	N/A				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to contribute to or enable brownfield land development and minimise the loss of greenfield sites. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	O	O	O	Policy GM-H3 is focused on type, size and design of new housing but no specific reference to contribute to or enable brownfield land development and minimise the loss of greenfield sites is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land neutral uncertain.	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	O	O	N/A	N/A	N/A	Receptors: Environment, Built Environment Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	O	O	O	N/A	N/A	N/A				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	O	O	O	N/A	N/A	N/A				None Identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM H4 - Density of New Housing

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any <u>specific sensitive receptors</u> where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of new scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	++	++	D	P	GM	Receptors: transport network, road network, road users, utility network/customers, built environment, green spaces, employment. Affected groups: all	This policy details the density requirements in order to meet the demand of mixed housing types. It mentions building houses in accessible areas to encourage walking, cycling and the use of public transport. Housing will be denser if its near to public transport links and services.	Improved levels of economic growth with the retention of skilled workers. Reductions of inequalities in terms of access to housing. Well connected areas to employment sites which will encourage the use of public transport and reduce greenhouse gas emissions.	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	++	++	D	P	GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	++	++	D	P	GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	?	?	?	?	?	?				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	O	O	N/A	N/A	N/A	Receptors: GM population Affected groups: All	Neutral/no effect against this objective and assessment criteria anticipated.	Since housing will be well serviced by transport infrastructure, the demand for jobs will increase. However, The retention of skilled workers will improve GM economy which could produce new employment and skill opportunities in the future.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	?	?	?	D	P	Wider	Receptors: transport network, road network, road users, utility network/customers Affected groups: all (emphasis on elderly/disabled who are less mobile).	Higher density housing will be focused around well-connected areas. However, this could add pressure to the transport system and cause congestion if it's not improved.	Increased congestion on public transport.	Improve transport networks and infrastructure to accommodate for the additional population residing in the new housing developments.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing improving infrastructure networks. However, this topic is covered by corresponding thematic policies GM N1 and N3 which covers GM's integrated network and public transport	?	?	?	Policy GM-H4 is focused on density of housing but has no specific reference to transport infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for transport infrastructure remains unknown.	None identified
		Improve transport connectivity?	++	++	++	I	P	Wider					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing improving infrastructure networks. However, this topic is covered by corresponding thematic policies GM N1 and N3 which covers GM's integrated network and public transport	++	++	++	Policy GM-H4 is focused on density of housing but has no specific reference to transport infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for transport infrastructure remains unknown.	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	?	?	D	P	Wider					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing improving infrastructure networks. However, this topic is covered by corresponding thematic policies GM N1 and N3 which covers GM's integrated network and public transport	?	?	?	Policy GM-H4 is focused on density of housing but has no specific reference to transport infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for transport infrastructure remains unknown.	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	+	+	I	P	GM	Receptors: GM population Affected groups: Lower socio-economic groups and deprived areas.	The policy states that in order to create an appropriate mix of housing across GM higher densities of housing should be focussed around well connected areas and town centres. Providing a mixture of types of housing in well connected areas could improve services and employment opportunities for a wide range of socio-economic backgrounds and reduce inequalities/deprivation.	Reduced housing inequalities and a better IMD for 'barriers to housing' domain	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	+	++	I	P	GM				None identified			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	+	+	I	P	Local	Receptors: GM population Affected groups: various, depending on locality	Mixed types of housing across GM will encourage good relations between different people. This will also promote equality of opportunity and equal access to infrastructure. This policy details how town centres will be the main focus of housing developments. This takes into consideration the needs of different areas across GM.	Improved community cohesion as different people have access to a variety of housing and can form good relationships.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+	++	++	I	P	GM				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	+	+	+	I	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	+	++	++	D	P	GM				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	++	++	I	P	GM	Receptors: built environment, air quality, green spaces and cycling Affected groups: various	Housing will be delivered in accessible locations where people can walk and cycle. This will indirectly improve health and reduce inequalities as mixed types of housing in accessible locations is provided across GM. Green space can be easily accessed as green infrastructure and design aspects of lower density areas are protected. However, there may be less green spaces provided in the higher density areas.	Improved health and reduced health inequalities through positive planning and the promotion of walking and cycling. Could be unequal access to green spaces in higher and lower density areas.	Ensure green spaces are protected and provided in higher density areas also.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to protecting and providing green spaces. However, this topic is covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be provided with critical infrastructure such as green spaces	++	++	++	Policy GM-H4 is focused on density of housing but has no specific reference to opportunities for provision of green spaces. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the provision of green spaces remains positive. .	None identified
		Reduce health inequalities within GM and with the rest of England?	+	+	+	I	P	GM					Partially	No amendments have been made to the policy text to address mitigation comments in relation to protecting and providing green spaces. However, this topic is covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be provided with critical infrastructure such as green spaces	+	+	+	Policy GM-H4 is focused on density of housing but has no specific reference to opportunities for provision of green spaces. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the provision of green spaces remains positive.	None identified

		Promote access to green space?	?	?	?	D	P	Local						Partially	No amendments have been made to the policy text to address mitigation comments in relation to protecting and providing green spaces. However, this topic is covered by corresponding thematic policy GM E1 covering sustainable places and the need for developments to be provided with critical infrastructure such as green spaces	?	?	?	Policy GM-H4 is focused on density of housing but has no specific reference to opportunities for provision of green spaces. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for the provision of green spaces remains positive.	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	+	+	I	P	GM	Receptors: GM population Affected groups: all groups	Improving connectivity across GM through the use of public transport as well as walking and cycling will improve access to healthcare and key facilities for all.	Socio-economic groups will be spread out across GM through the provision of affordable and mixed housing. This means reduced health and education inequalities, with the improved access to key facilities.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	+	+	+	I	P	Local							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	+	+	I	P	Local							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	+	+	+	I	P	GM	Receptors: GM population Affected groups: all groups	Improving connectivity across GM through the use of public transport as well as walking and cycling will improve access to educational facilities for all.	Mixed housing across GM will lead to reduced inequalities and improved skill set of working population. This will lead to wider economic growth.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	+	+	+	I	P	GM				None identfied			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	I	P	Wider	Receptors: GM population, transport network Affected groups: Various	The policy states that higher density housing will be located near to facilities and transport stations. This will promote efficient patterns of movement and encourage the use of public transport.	An increasing population could put strain on the transport services unless they are improved.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+	+	+	I	P	Wider							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	+	+	+	I	P	Wider							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	++	I	P	Wider	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor))	The policy promotes the use of public transport, cycling and walking which will positively impact air quality medium/long term across wider areas.	The use of public transport, cycling and walking will improve air quality over time.	None identified			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	O	O	O	N/A	N/A	N/A	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy mentions that lower density housing will be in areas where there are site specific issues which could impact the wider landscape/townscape including heritage assets and green infrastructure.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++	++	++	D	N/A	N/A							++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	++	++	++	D	N/A	N/A							++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	O	O	N/A	N/A	N/A	Receptors: Communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated.	Buildings which aren't equipped to deal with the effects of climate change could be susceptible to damage and loss.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	O	O	N/A	N/A	N/A	Receptors: Communities, built environment, wider economy Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated. This is covered through an alternative policy.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	O	O	N/A	N/A	N/A	Receptors: Environmental Affected Groups: Non Identified	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	O	O	O	N/A	N/A	N/A	Receptors: None identified Affected groups: Various	The policy promotes the use of public transport, cycling and walking by ensuring housing is accessible and located near to the associated facilities. This will positively impact air quality medium/long term across wider areas and reduce greenhouse gas emissions across GM.	Less use of private motor vehicles as people use public transport, walk and cycle. This will improve air quality and benefit GM long term.	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	+	I	P	Wider							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+ / -	+ / -	+ / -	D	P	GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	This policy states that lower density housing can be justified on sites with specific landscape/townscape issues and heritage assets. This may result in these areas being enhanced, and utilised more or it may impact on the landscape and heritage assets causing negative effects	Local character and distinctiveness will be conserved which will benefit communities long term and make better places to live.	Policy should state how the sites could be affected and that any impact on these will be mitigated and avoided where possible	Partially	No amendments have been made to the policy text to address mitigation comments in relation to landscape, townscape and heritage including local character. However, this topic is covered by corresponding thematic policy GM E2 covers heritage matters	+ / -	+ / -	+ / -	Policy GM-H4 is focused on density of housing but no specific reference to landscape, townscape and heritage is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on landscape, townscape and heritage remains unknown.	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	+ / -	+ / -	+ / -	D	P	GM					Partially	No amendments have been made to the policy text to address mitigation comments in relation to landscape, townscape and heritage including local character. However, this topic is covered by corresponding thematic policy GM E2 covers heritage matters	+ / -	+ / -	+ / -	Policy GM-H4 is focused on density of housing but no specific reference to landscape, townscape and heritage is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on landscape, townscape and heritage remains unknown.	None identified

		Respect, maintain and strengthen local character and distinctiveness?	+ / -	+ / -	+ / -	D	P	GM					Partially	No amendments have been made to the policy text to address mitigation comments in relation to landscape, townscape and heritage including local character. However, this topic is covered by corresponding thematic policy GM E2 covers heritage matters	+ / -	+ / -	+ / -	Policy GM-H4 is focused on density of housing but no specific reference to landscape, townscape and heritage is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on landscape, townscape and heritage remains unknown.	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	+	+	D	P	GM	Receptors: greenfield and brownfield land Affected groups: Non identified	Focusing higher density housing in areas located near to public transport stations and town centres will reduce the amount of land that needs to be used for development, assisting in the protection of greenfield and Green Belt land.	Green Belt and greenfield sites will benefit from protection as housing is focused on previously developed sites.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	+	+	I	P	GM							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	+	+	I	P	GM							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	+	+	I	P	GM							+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	O	O	N/A	N/A	N/A	Receptors: Environment, Built Environment Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	N/A	None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	O	O	O	N/A	N/A	N/A							O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

Greater Manchester for Everyone

GM E1 - Sustainable Places+A1:M15

Ref	Objective	Assessment criteria….will the GMSF	Assessment: ST (0-4 years)	Assessment: MT (5-9 years)	Assessment: LT (10+ years)	Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020: Has 2019 mitigation been addressed? (Yes/Partially/No)	2020: Commentary on changes made since 2019	2020 Assessment: ST (0-4 years)	2020 Assessment: MT (5-9 years)	2020 Assessment: LT (10+ years)	2020: Summary of 2020 scoring	2020: Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	?	?	?	D	P	Local / GM	Receptors: transport network, road network, road users, utility network/customers, built environment, green spaces Affected groups: all	This policy mentions making Greater Manchester a resilient and adaptable place, capable of dealing with major environmental and economic events. It states that Greater Manchester will be resource-efficient with a low carbon footprint; efficient use of land; minimised use of new materials and high levels of recycling. Developments will also be durable, being built to last and using robust materials which weather well and are easily maintained. Part of this policy specifically states that places will be well-connected, by public transport and digitally which will enable everyone to take advantage of employment opportunities across Greater Manchester. The policy covers incorporating green infrastructure in the form of outdoor spaces.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces.	None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	?	?	?	D	P	Local / GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	++	++	D	P	GM				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	+	++	++	D	P	GM				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	+	++	I	P	GM	Receptors: GM population Affected groups: All	The policy states that areas will be well-serviced by local shops, services and amenities, including education and health facilities. It will also aim to connect areas through transport and digitally enabling everyone to take advantage of employment, cultural and leisure opportunities across GM. This will indirectly positively affect current and future demand for employment land as more people are drawn to GM for work and leisure, due to increased service provision and interconnectedness.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	None identified			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	+	+	+	I	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	I	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	++	D	P	Wider	Receptors: transport network, road network, road users, utility network/customers Affected groups: all (emphasis on elderly/disabled who are less mobile).	This policy describes how Greater Manchester will be 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 places to rest. Areas will also be legible, easy to understand and navigate. This will assist in supporting the transport network and improve connectivity. The policy states that GM will be well-connected to other places, particularly by public transport and digitally. This will benefit GM long term by improving transport connectivity and access to jobs.	Improved health with the policy improving walking and cycling routes. Reduced inequalities for those less mobile.	None identified			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	+	+	++	D	P	Wider							+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	+	+	++	D	P	Wider							+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	?	?	?	I	P	Wider	Receptors: GM population Affected groups: Lower socio-economic groups and deprived areas.	This policy could reduce health deprivation levels through the provision of green infrastructure, open spaces and increased mobility with emphasis on walking and cycling routes. Improving connectivity between places will maximise opportunities for all people, which could indirectly reduce the proportion of people living in deprivation long term.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	Focus on connecting specific deprived areas in GM and ensure they are connected to employment land and transport networks.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to providing connectivity in deprived areas. However, this topic is covered in corresponding thematic policies GM N1, N2, N3 and N5 which cover GM's integrated network, digital connectivity, public transport and active travel	?	?	?	Policy GM- E1 is focused on creating sustainable places but has no specific reference to providing specific connectivity opportunities in deprived areas. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for this topic remains positive. However, the mitigation was suggested to strengthen the policy and it is not anticipated that there would be a detrimental impact as a result of the policy on connectivity and therefore no further mitigation is suggested.	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	+	+	I	P	GM				Focus on providing more green spaces (of good design quality) and access to free or low-cost green transport (bike schemes) in deprived areas.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to providing more green spaces and sustainable travel opportunities in deprived areas. However, this topic is covered in corresponding thematic policies GM Strat 13 and G2 for green infrastructure and N5 which covers active travel	+	+	+	Policy GM- E1 is focused on creating sustainable places but has no specific reference to providing specific green infrastructure and sustainable travel opportunities in deprived areas. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for this topic remains positive. However, the mitigation was suggested to strengthen the policy and it is not anticipated that there would be a detrimental impact as a result of the policy on green infrastructure and sustainable travel and therefore no further mitigation is suggested.	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	+	+	D	P	GM	Receptors: GM population Affected groups: various, depending on locality	The policy aims to incorporate opportunities for recreation and outdoor play for children and interaction between generations, which will foster good relations between people. Promoting a sense of community and providing opportunities for social contact and support will also help to foster good relationships between people. This policy is socially inclusive by enabling everyone to participate equally and independently, providing opportunities for social contact and support and promoting a sense of community. This will ensure no discrimination based on 'protected characteristics'. By ensuring places are easy to navigate and move around for all mobility levels, this policy promotes equal opportunity and access to infrastructure. This is furthered by improving connectivity between places by transport and digitally, with the policy stating this will enable everyone to take advantage of employment, cultural and leisure opportunities. This policy will indirectly impact different areas (urban, suburban, urban fringe and rural) by ensuring they benefit from being connected to infrastructure and services. However, the policy doesn't mention whether the needs of these areas will be equally addressed.	Reduced inequalities and improved community cohesion.	Covered in policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	++	++	++	D	P	Wider				Covered in policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	+	+	+	I	P	N/A				Covered in policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	?	?	?	I	P	Wider				Policy could detail more on how the needs of different areas will be met.	N	No amendments have been made to the policy text to address mitigation comments in relation to referencing how different communities needs are met	?/-	?/-	?/-	Policy GM- E1 is focused on creating sustainable places but could provide further detail surrounding opportunities for tackling inequalities, reducing poverty and accessibility to create places. As such, the scoring has been changed and the potential impacts of the policy on opportunities for meeting all communities' needs remains unknown to negative. Whilst there is some reference to this specific objective in thematic policies and / or supporting text, it is not considered that the recommendation has been sufficiently addressed.	The policy should include reference to accessibility design standards within all spaces with support for tackling inequality and poverty to form part of creating sustainable places
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	++	++	I	P	GM	Receptors: built environment, air quality, green spaces and cycling Affected groups: various	This policy will indirectly benefit the long term health and wellbeing of GM's population. The policy mentions ensuring places are easy to navigate and accessible for all mobility levels. Walking and cycling will be a main focus, with routes free from obstacles and disorienting stimuli, and places to rest. Access to green spaces is covered in this policy through the provision of outdoor spaces for children to play. This will directly benefit promoting healthier lifestyles. Provding opportunities for social contact and support will also indirectly benefit health. The policy states that areas will be well-served by local services and amenities including health facilities, which will directly improve the health of local populations. Developments will be '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, shade, wind and shelter', this will indirectly encourage healthier lifestyles by making outdoor environments more attractive for use.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces, community and social support and accessible design/access to green modes of transport.	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	+	+	+	I	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	++	++	++	D	P	GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	++	++	++	D	P	GM/L	Receptors: GM population Affected groups: all groups, especially children.	The policy supports the provision of educational and healthcare facilities for all, regardless of socio-economic background as it states that areas will be well-served by local shops, services and amenities, including education and health. The provision of community infrastructure including playground facilities is also mentioned in this policy.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided. However, this policy could reduce inequalities	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	++	++	++	D	P	GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	++	++	D	P	L				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational	Improve education levels of children in the area, regardless of their background?	+	+	++	I	P	GM	Receptors: GM population	This policy states that areas will be well-served by educational services which will directly improve the educational and skill levels of the population. Making sure areas are well connected by transport and digitally will improve access to employment and education	Reduced inequalities and improved skill set of working population.	None identified			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

	attainment and skill levels for all	Improve educational and skill levels of the population of working age?	+	+	++	I	P	GM	Affected groups: all groups	opportunities.	This will lead to wider economic growth.	None identified			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	++	++	D	P	Wider	Receptors: GM population, transport network Affected groups: Various	This policy supports efficient patterns of transport as it focuses on improving public transport and connectivity to places. Cycling and walking routes are promoted in this policy which reduces the reliance on private motor vehicles and supports sustainable transport. This policy also talks about providing well-serviced areas which are well connected to employment areas, thus reducing the need to travel.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+	+	++	D	P	Wider				None identified			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support the use of sustainable and active modes of transport?	+	+	++	I	P	Wider				None identified			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	-	+	++	I	P	GM/Wider	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Air quality will be indirectly improved by this policy through the promotion of cycling, walking and use of public transport. This will reduce pollution long term but could increase it temporarily through the construction of new public transport across the region. The policy directly mentions how it aims to ensure GM is resource efficient, with; a) low carbon footprint, b) efficient use of land, c) minimised use of new materials and d) high levels of recycling.	Increased trips by private motor vehicle will worsen the air quality over time	The short term rise in pollution is inevitable if the region is to benefit long term from improved air quality.			-	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	+	+	D	P	N/A	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy states that areas will be distinctive with a clear identity, that; a) Responds to the natural environment, landscape features, heritage assets and local history and culture; and b) Enables a clear understanding of how the place has developed. Opportunities for recreation, amenity and tranquillity will be supported through 'creating areas that are visually stimulating, interesting, imaginative and expose the public to greenery, wildlife, public art and quality design'.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	?	?	?	N/A	N/A	N/A				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+	+	+	I	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	++	++	++	D	P	Local				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	++	++	++	I	P	GM	Receptors: Communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	This policy states that GM will be resilient and capable of dealing with major environmental and economic events. Developments will be durable and robust, and GM will be adaptable and able to respond easily to varied and changing needs and technologies.		None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	?	?	?	D	P	Local / GM	Receptors: Communities, built environment, wider economy Affected groups: all	The policy states that GM will be resilient and capable of dealing with major environmental and economic effects. Buildings will be doable, using robust materials which weather well.		None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	+	+	+	D	P	L				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	?	?	?	I	P	Local / GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	+	+	D	P	L				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	O	O	I	P	Wider	Receptors: Environmental Affected Groups: Non Identified			None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote management practices that will protect water features from pollution?	O	O	O	I	P	Wider				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	O	O	I	P	Wider				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	++	++	D	P	GM / Wider	Receptors: None identified Affected groups: Various	This policy details that GM will be resource efficient with a low carbon footprint, minimised use of new materials and high levels of recycling. The improvement of public transport, cycling and walking routes will directly reduce greenhouse gas emissions across GM long term.		None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+	++	++	D	P	GM/Wider				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	++	++	D	P	GM / Wider				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	++	++	++	D	P	L	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	The character of open spaces and public realm will be improved by this policy as it states development will respond to the natural environment, Distinctive, with a clear identity that: a) Responds to the natural environment , landscape features, heritage assets and local history and culture. Places will have a clear identity and provide an understanding of how the place has developed, which will conserve and enhance the heritage of areas. They will be visually stimulating, interesting and imaginative, which will improve landscape quality and character.		None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	++	++	++	D	P	L				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	++	++	++	D	P	L				None identified			++	++	++	Policy has been amended to specifically reference respecting local character. However, scoring has not changed from 2019 due to already being positive	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	O	O	O	D	P	Local / GM	Receptors: greenfield and brownfield land Affected groups: Non identified	N/A		None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	O	O	O	D	P	Local / GM				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	O	O	O	D	P	Local / GM				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	O	O	O	I	P	Local / GM				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	+	+	++	D	P	Wider	Receptors: Environment, Built Environment Affected groups: Various	This policy states that developments will aim to be resource efficient, with a low carbon footprint, minimised use of new materials and high levels of recycling. This policy also states that areas will be functional and convenient, enabling people to act efficiently through the provision of recycling facilities, refuse collection and storage.	N/A	None identified			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	O	O	O	I	P	Wider				None identified			O	O	O	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	+	+	++	I	P	Wider				None identified			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM E2 - Heritage

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	The policy could make more explicit reference to interactions between different groups being facilitated	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing facilitating interactions between different groups. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive	o	o	o	Policy GM- E2 is focused on heritage but has no specific reference to facilitating interactions between different groups. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for interactions remains neutral.	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing facilitating interactions between different groups. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive	o	o	o	Policy GM- E2 is focused on heritage but has no specific reference to facilitating interactions between different groups. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for interactions remains neutral.	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing facilitating interactions between different groups. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive	o	o	o	Policy GM- E2 is focused on heritage but has no specific reference to facilitating interactions between different groups. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for interactions remains neutral.	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing facilitating interactions between different groups. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive	o	o	o	Policy GM- E2 is focused on heritage but has no specific reference to facilitating interactions between different groups. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for interactions remains neutral.	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	+	+	I	P	L/GM	Receptors: built environment, air quality Affected groups: various	The policy is focused on the protection and enhancement of heritage assets. The policy states that one of the positive benefits of an enhanced historic environment is improved social wellbeing	Improved health and reduced health inequalities may occur through planning policy and other national initiatives	Identify the potential benefits to physical and mental health	Y	Policy text has changed in to reference the impact heritage can have on social wellbeing	++	++	++	Policy GM- H2 is focused on heritage. Policy text has been amended to reference the benefit of social wellbeing from contributing to the historic environment following the IA mitigation.	None Identified
		Reduce health inequalities within GM and with the rest of England?	+	+	+	I	P	L/GM				Identify the potential benefits to physical and mental health	Y	Policy text has changed in to reference the impact heritage can have on social wellbeing	++	++	++	Policy GM- H2 is focused on heritage. Policy text has been amended to reference the benefit of social wellbeing from contributing to the historic environment following the IA mitigation.	None Identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

	attainment and skill levels for all	Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a	Affected groups: various / all			None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support the use of sustainable and active modes of transport?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	o	o	n/a	n/a	n/a	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	-/?	-/?	-/?	I	P	L/GM/W	Receptors: None identified Affected groups: Various	There may be tensions between heritage building restoration and creating energy efficient / low carbon developments, particularly where restoration to meet building regulations (or better) requires external treatments to buildings or new glazing. Retrofitting buildings to modern standards may also affect the viability of restoration schemes	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	Consider how to ensure building restoration to modern standards can be made viable through a strategic approach to development (for example, considering how greenfield development can be linked to heritage building restoration).	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing building restoration and modern standards of energy efficiency. However, this topic is covered in corresponding thematic policies GM S1, S2 and E1 which cover sustainable development, carbon and energy and requirements for creating sustainable places.	?	?	?	Policy GM-H2 is focused on heritage but has no specific reference to building restoration and modern standards of energy efficiency. As such, the scoring has not been changed and the potential impacts of the policy on energy efficiency remains uncertain.	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	-/?	-/?	I	P	L/GM/W					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing building restoration with low carbon and renewable technology. However, this topic is covered in corresponding thematic policies GM S1, S2 and E1 which cover sustainable development, carbon and energy and requirements for creating sustainable places.	?	?	?	Policy GM-H2 is focused on heritage but has no specific reference to building restoration and low carbon and renewable technology. As such, the scoring has not been changed and the potential impacts of the policy on low carbon and renewable technology remains uncertain.	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	-/?	-/?	I	P	L/GM/W					Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing building restoration and reductions in greenhouse gas emissions. This topic is covered in corresponding thematic policies GM S1, S2 and E1 which cover sustainable development, carbon and energy and requirements for creating sustainable places. However, the policy could be further strengthened through reference to building restoration and historic buildings.	?	?	?	Policy GM-H2 is focused on heritage but has no specific reference to building restoration and reductions in greenhouse gas emissions. As such, the scoring has not been changed and the potential impacts of the policy on reductions in greenhouse gas emissions remains uncertain.	The policy could be strengthened further with reference to building restoration or historic buildings.
		Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets.	The overall aim of the policy is to maximise the heritage assets of Greater Manchester, through preservation, ensuring new design is coherent, sympathetic long-term uses	Landscape and heritage receptors may be eroded	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Conserve and enhance the historic environment, heritage assets and their setting?	++	++	++	D	P	L/GM	Protected or locally significant views Affected groups: Non identified		incrementally as development comes forward	Covered in policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	+	+	+	D	P	L/GM				Ensure policy makes reference to local character and distinctiveness being maintained as an important part of protecting heritage assets	Y	Policy text has changed in to reference local character and maintaining a place's distinctiveness to protect heritage assets	++	++	++	Policy GM-E2 is focused on heritage. Policy text has been amended to reference local character and maintaining a place's distinctiveness to protect heritage assets following the IA mitigation.	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	?/+	?/+	?/+	D	P	L/GM	Receptors: greenfield and brownfield land Affected groups: Non identified	The policy scores positively as it should initiate restoration and re-use of disused heritage buildings. This may result in re-use of previously developed land where heritage buildings are situated, and may result in development being directed away from agricultural and greenfield sites.	Prevent loss of further greenfield sites	None identified			?/+	?/+	?/+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	?/+	?/+	?/+	D	P	L/GM				None identified			?/+	?/+	?/+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	+	+	D	P	L/GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	+	+	D	P	L/GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	+	+	+	D	P	L/GM	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Restoration of heritage buildings with also have a beneficial effect against construction waste generation, assuming building restoration projects are less likely to require excavation work or demolition	n/a	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	+	+	+	D	P	L/GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	+	+	+	D	P	L/GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM-E3- Cultural facilities

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)							
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy states that cultural facilities should be encouraged especially where they can provide an anchor for local regeneration and town centre renewal	Could have cumulative effects with other local development schemes.	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	+	+	I	P	GM				None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	+	+	D	P	L/GM/W	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy is focused on the provision existing and new cultural venues which provide job opportunities. The locations outlined are considered to be the most likely areas which are well-connected and have good public transport connectivity	Could have cumulative effects with other local development schemes.	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	+	++	D	P	L/GM/W				None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	+	+	D	P	L/GM/W	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy is focused on the provision of new and existing cultural facilities, and the policy outlines these should be in places with good public transport connectivity	Could have cumulative effects with other local development schemes.	None identified
		Improve transport connectivity?	o	+	+	D	P	L/GM/W				None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o/?	o/?	o/?	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	There is no specific mention of deprivation and poverty through there maybe some indirect impact through job creation and operation of cultural facilities. The policy does make reference to enhancing the local economy.	Link to other initiatives or investments (e.g. apprenticeships)	The policy should consider how to ensure economic benefits flow into deprived areas. This can be achieved by developers and the districts/GMCA working together to investigate how local businesses and residents can apply for employment during the construction and end use of facilities
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o/?	o/?	o/?	I	P	Local / GM				As above
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o/?	o/?	o/?	I	P	L/GM/W	Receptors: none identified Affected groups: various, depending on locality	The policy is focused on new and existing cultural facilities. These facilities may provide an opportunity to enable different groups to connect.	Potential link to other initiatives which seek to integrate communities	The policy could make more explicit reference to interactions between different groups being facilitated
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o/?	o/?	o/?	I	P	L/GM/W				As above
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				As above
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o/?	o/?	o/?	I	P	L/GM/W				As above
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	+	+	D	P	L/GM/W	Receptors: built environment, air quality Affected groups: various	The provision of cultural facilities can provide positive benefits for mental health for users.	n/a	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	The policy promotes the provision of new and existing cultural facilities which can play an important role in providing social infrastructure	n/a	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	+	+	D	P	Local / GM / Wider				None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	+	+	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy makes specific reference to supporting the development of new cultural venues in town centres and places with good public transport connectivity	Changes in travel patterns as people begin to take advantage of public transport as their main	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	+	+	D	P	Local / GM				None

		Support the use of sustainable and active modes of transport?	o	+	+	D	P	Local / GM			form of transport	The policy could make specific reference to active transport options
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	?	?	?	I	p	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	There is the potential for air quality effects from new trips to new cultural facilities. The policy seeks to locate new cultural facilities in town centre locations or locations with good public transport but many of these areas have existing air quality issues	Increased trips by private motor vehicle will worsen the air quality over time	Stress the importance of active transport, and travel plans for new development
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	?	?	?	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Effects will depend on the local environment where the sites are located. The different areas identified vary significantly. These are predominantly built up areas, however this still bring potential impact on ecological resources	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Opportunities for green space creation should be explored in new development. As such opportunities for linking existing spaces and ecological networks
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	?	?	?	D	P	Local / GM / Wider				Supporting studies for new development to include appraisal of impacts on sites where necessary
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?	?	?	D	P	Local / GM				Larger, strategic development should contribute to creation of new multifunctional green infrastructure within the sites themselves, but also attempt to connect to existing sites through green and blue corridors. New sites should be accessible to existing communities as well as proposed future residents.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?	?	?	D	P	Local				As above
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o/-	o/-	o/-	D	P	W	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	The policy encourages the support of new cultural venues. Any new development will have an impact on climate change e.g. carbon footprint from building the new facility, transport to the new facility	n/a	Considering impacts on climate change could be referenced in the policy, with the aim to limit any detrimental impact of new development
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	-/?	-/?	D	P	W	Receptors: None identified Affected groups: Various	New development will result in carbon emissions and energy use	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	Considering impacts on carbon emissions could be referenced in the policy, with the aim to limit any detrimental impact of new development
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	GM / W				None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	The policy makes reference to stimulating vibrancy, viability and promoting diversity in town centres	Landscape quality is reduced and character is lost from various assets until it is diminished	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	+	+	D	P	L				None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	+	+	D	P	Local / GM	Receptors: greenfield and brownfield land Affected groups: Non identified	The policy makes specific reference to considering the reuse of vacant properties and to promoting new or exhancing existing facilities, especially where they can provide an anchor for local regeneration and town centre renewal	Loss of greenfield land	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	++	++	D	P	Local / GM				None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	+	+	D	P	Local / GM				None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	?	?	?	D	P	GM / W	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Unknown effects	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified
		Promote movement up the waste hierarchy?	?	?	?	D	p	GM / W				None identified
		Promote reduced waste generation rates?	?	?	?	D	P	GM / W				None identified

GM E4 - New Retail and Leisure Uses in Town Centres

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy states that retail and leisure facilities will be prioritised to centres, which are often well connected to housing	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	+	++	D	P	GM				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	+	++	D	P	GM	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy is focused on the provision of retail and leisure opportunities across Greater Manchester which will present opportunities for employment. The locations outlined are considered to be the most likely areas which are well-connected and well-serviced by infrastructure	Could have cumulative effects with other local development schemes.	None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	+	++	D	P	GM				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	?	?	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy is focused on the provision of retail and leisure within Greater Manchester which will necessitate a need to travel. However the policy does not currently make reference to utilising or expanding transport infrastructure	Could have cumulative effects with other local development schemes.	Ensure that the policy makes an explicit reference to utilising and growing the existing transport infrastructure, prioritising active and public modes of transport	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing using and improving infrastructure networks. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which covers GM's integrated network, public transport and active travel	o	?	?	Policy GM-E4 is focused on retail and town centre uses but has no specific reference to infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for transport infrastructure remains neutral.	None Identified
		Improve transport connectivity?	o	?	?	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing using and improving infrastructure networks. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which covers GM's integrated network, public transport and active travel	o	?	?	Policy GM-E4 is focused on retail and town centre uses but has no specific reference to infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for transport infrastructure remains neutral.	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	?	?	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing using and improving infrastructure networks. However, this topic is covered by corresponding thematic policies GM N1, N2, N3 and N5 which covers GM's integrated network, digital connectivity, public transport and active travel	o	?	?	Policy GM-E4 is focused on retail and town centre uses but has no specific reference to infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for transport infrastructure remains neutral.	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o/?	o/?	o/?	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	There is no specific mention of deprivation and poverty through there maybe some indirect impact through job creation and operation of the site	Link to other initiatives or investments (e.g. apprenticeships)	The policy should consider how to ensure economic benefits flow into the local area. This will only be achieved by developers and the districts/GMCA working together to investigate how local businesses and residents can apply for employment during the construction and end use of facilities	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing economic benefits being brought into the local area and reducing deprivation. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive	o/?	o/?	o/?	Policy GM- E4 is focused on retail and leisure within town centres but has no specific reference to reducing the proportion of people in deprivation and bringing economic benefits into the local area. As such, the scoring has not been changed and the potential impacts of the policy on reducing deprivation remains neutral.	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o/?	o/?	o/?	I	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing economic benefits being brought into the local area and reducing deprivation. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive	o/?	o/?	o/?	Policy GM- E4 is focused on retail and leisure within town centres but has no specific reference to reducing the proportion of people in deprivation and bringing economic benefits into the local area. As such, the scoring has not been changed and the potential impacts of the policy on reducing deprivation remains neutral.	None Identified
		Foster good relations between different people?	o	+	+	D	P	L/GM/W	Receptors: none identified Affected groups: various, depending on locality	The policy references that varied and high-quality retail and leisure facilities contribute to creating inclusive places. These activities provide an opportunity to enable different groups to connect.	Potential link to other initiatives which seek to integrate communities	The policy could make more explicit reference to interactions between different groups being facilitated	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing facilitating interactions between different groups. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive	o	+	+	Policy GM- E4 is focused on retail and leisure uses within town centres but has no specific reference to facilitating interactions between different groups. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for interactions remains neutral.	None Identified

5	Promote equality of opportunity and the elimination of discrimination	Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	+	+	D	P	L/GM/W				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing facilitating interactions between different groups. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive	o	+	+	Policy GM- E4 is focused on retail and leisure uses within town centres but has no specific reference to facilitating interactions between different groups. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for interactions remains neutral.	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing facilitating interactions between different groups. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive	o	o	o	Policy GM- E4 is focused on retail and leisure uses within town centres but has no specific reference to facilitating interactions between different groups. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for interactions remains neutral.	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	+	++	D	P	L/GM/W				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing facilitating interactions between different groups. However, this topic is covered in corresponding thematic policy GM E1 which covers being socially inclusive	o	+	++	Policy GM- E4 is focused on retail and leisure uses within town centres but has no specific reference to facilitating interactions between different groups. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for interactions remains neutral.	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	?	?	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	There is no specific mention of sustainable modes of transport in the policy. The policy advocates central locations for its retail and leisure uses which are also likely to be the locations of the most sustainable transport options. As such, this may lead to an increase in use of these modes of transport	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	The policy should make explicit reference to linking growth of retail and leisure with utilising sustainable modes of transport	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel	o	?	?	Policy GM- E4 is focused on retail and leisure uses within town centres but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains neutral.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	?	?	D	P	Local / GM				As above.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel	o	?	?	Policy GM- E4 is focused on retail and leisure uses within town centres but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains neutral.	None Identified
		Support the use of sustainable and active modes of transport?	o	?	?	D	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel	o	?	?	Policy GM- E4 is focused on retail and leisure uses within town centres but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains neutral.	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	?	?	?	I	p	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	There is the potential for air quality effects from new trips to new retail and leisure uses. The policy seeks to locate new retail and leisure development in well-connected central locations but many of these areas have existing air quality issues	Increased trips by private motor vehicle will worsen the air quality over time	Stress the importance of public transport and active connection, and travel plans for new development	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable and active travel modes. However, this topic is covered in corresponding thematic policy GM Strat 14 which covers the GM transport network and GM N3 and N5 policies which cover public transport and active travel	?	?	?	Policy GM- E4 is focused on retail and leisure uses within town centres but has no specific reference to sustainable travel. As such, the scoring has not been changed and the potential impacts of the policy on opportunities remains uncertain.	None Identified

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	?	?	?	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Effects will depend on the local environment where the sites are located. The different areas identified vary significantly. These are predominantly built up areas, however this still bring potential impact on ecological resources	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	Opportunities for green space creation should be explored in new development. As such opportunities for linking existing spaces and ecological networks	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing opportunities for new and existing green spaces and ecological networks. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	?	?	?	Policy GM- E4 is focused on retail and leisure uses within town centres but has no specific reference to opportunities for new and existing green spaces and ecological networks. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for new and existing green spaces and ecological networks remains uncertain.	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	?	?	?	D	P	Local / GM / Wider				Supporting studies for new development to include appraisal of impacts on sites where necessary	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing appraising wildlife and geological sites including habitats and species. However, this topic is covered in corresponding thematic policy GM G10 which covers biodiversity and geodiversity	?	?	?	Policy GM- E4 is focused on retail and leisure uses within town centres but has no specific reference to appraising wildlife and geological sites including habitats and species. As such, the scoring has not been changed and the potential impacts of the policy on appraising wildlife and geological sites including habitats and species remains uncertain.	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?	?	?	D	P	Local / GM				Larger, strategic development should contribute to creation of new multifunctional green infrastructure within the sites themselves, but also attempt to connect to existing sites through green and blue corridors. New sites should be accessible to existing communities as well as proposed future residents.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green and blue infrastructure. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks	?	?	?	Policy GM- E4 is focused on retail and leisure uses within town centres but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green and blue infrastructure remains uncertain.	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?	?	?	D	P	Local				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green and blue infrastructure. However, this topic is covered in corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure	?	?	?	Policy GM- E4 is focused on retail and leisure uses within town centres but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green and blue infrastructure remains uncertain.	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified		Given the greater emphasis on climate change and the role town centres can play, the policy could be strengthened further with reference to this.	o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	Given the greater emphasis on climate change and the role town centres can play, the policy could be strengthened further with reference to this
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effects against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	-/?	-/?	D	P	W	Receptors: None identified Affected groups: Various	New development will result in carbon emissions and energy use	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified			o	-/?	-/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	GM / W				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	The policy makes reference to maintaining the vitality and viability of the centres listed in GM.	Landscape quality is reduced and character is lost from various assets until it is diminished	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	+	+	D	P	L				None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	?	?	?	D	P	Local / GM	Receptors: greenfield and brownfield land Affected groups: Non identified	The policy does not make reference to preferred locations of new development e.g. greenfield or brownfield.	Loss of greenfield land	None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	?	?	?	D	P	Local / GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	?	?	?	D	P	Local / GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	?	?	?	D	P	GM / W	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	uncertain effects	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	?	?	?	D	p	GM / W				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	?	?	?	D	P	GM / W				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM E5 -Education, skills and knowledge

Ref	Objective	Assessment criteria....will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	I	P	GM	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	Neutral/ no effect against this objective and assessment criteria anticipated.	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	I	P	GM	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy makes reference to ensuring new and improved facilities for all ages from early years to adult training	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	++	++	++	D	P	GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	I	P	GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	+	++	D	p	L/GM/W	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy supporting text makes reference to improving transport links to locations across the North of England to draw in skills from the wider region. In addition, the policy supporting text refers to the delivery of high quality digital infrastructure across GM	Could have cumulative effects with other local development schemes.	None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	o	+	++	D	P	L/GM/W				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	+	++	D	P	GM				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	+	+	D	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	The policy makes a direct link between education and social inclusion, ensuring it is necessary for everyone can contribute to and benefit from economic growth by having the necessary skills.	Link to other initiatives or investments (e.g. apprenticeships)	Make clear link between education and poverty/ deprivation	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the link between education and deprivation. However, this topic is partially covered in corresponding thematic policies GM E1 which covers being socially inclusive. However, given the important role education and training has in tackling deprivation, it is considered that explicit reference to this would strengthen the policy further.	o	+	+	Policy GM- E5 is focused on education and skills but has no specific reference to the link between education and deprivation. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	Given the important role education and training has in tackling deprivation, it is considered that explicit reference to this would strengthen the policy further.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	+	+	D	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the link between education and deprivation. However, this topic is covered in corresponding thematic policies GM E1 which covers being socially inclusive	o	+	+	Policy GM- E5 is focused on education and skills but has no specific reference to the link between education and deprivation. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	?	?	I	P	L	Receptors: none identified Affected groups: various, depending on locality	The policy supporting text mentions a growth in knowledge being fundamental to personal freedom and social inclusion, promoting opportunities for everyone to contribute to and benefit from this. However, the policy does not make specific reference to discrimination	Potential link to other initiatives which seek to integrate communities	Ensure that where new provision of education and training facilities comes forward they benefit existing communities in addition to new people moving into the area.	Y	Policy text has changed in to reference education and training facilities to benefit both existing and new communities	o	?/+	?/+	Policy GM- E5 is focused on education and skills. Policy text has been amended to reference that both existing and new communities will benefit from education and training facilities following the IA mitigation.	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	?	?	I	P	L/GM / W				Any new education provision as part of a new development should try to link to existing communities	Y	Policy text has changed in to reference education and training facilities to benefit both existing and new communities	o	?/+	?/+	Policy GM- E5 is focused on education and skills. Policy text has been amended to reference that both existing and new communities will benefit from education and training facilities following the IA mitigation.	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	?	?	I	P	L				Where new education provisions is built, accessibility should be considered (e.g. for disabled people)	N	No amendments have been made to the policy text to address mitigation comments in relation to referencing accessibility in education spaces	o/-	?/-	?/-	Policy GM- E5 is focused on education, skills and knowledge development but has no specific reference to opportunities for accessible design. As such, the scoring has been changed and the potential impacts of the policy on opportunities for accessible design remains unknown to negative.	The policy should include reference to accessibility standards within education spaces
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	?	?	I	P	L				Consider the needs of different areas in terms of skills and education	Y	Policy text has changed in to reference education and training facilities to benefit both existing and new communities which is accessible to all	o	?/+	?/+	Policy GM- E5 is focused on education and skills. Policy text has been amended to reference that both existing and new communities will benefit from education and training facilities which is accessible to all following the IA mitigation.	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	+	+	I	T	L/ GM	Receptors: built environment, air quality Affected groups: various	Enhancements in public access to education and skills could have a marginal effect on health over time, as more educated people may make more informed choices relating to health	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	+/?	+/?	I	P	GM				None identified			o	+/?	+/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	The policy makes reference to the provision of educational facilities in the appropriate locations. Play areas and sports pitches may be associated with new schools	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	+	++	D	P	L/GM				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	+/?	+/?	D	P	L				None identified			o	+/?	+/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	+	++	D	P	Local / GM	Receptors: GM population and the GM economy Affected groups: various / all	The policy seeks to provide significant enhancements in educations, skills and knowledge throughout GM, for both younger people and adults.	Improved skill levels of the workforce	Ensure the policy explicitly states that this related to all children regardless of their background	Y	Policy text has changed in to reference education and training facilities to benefit both existing and new communities which is accessible to all	o	++	++	Policy GM- E5 is focused on education and skills. Policy text has been amended to reference that both existing and new communities will benefit from education and training facilities which is accessible to all following the IA mitigation.	None Identified
		Improve educational and skill levels of the population of working age?	o	+	++	D	P	Local / GM				None identified			o	+	++	Policy has been amended to specifically reference enhancements in education, skills and knowledge for all residents. However, scoring has not changed from 2019 due to already being positive	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated. The policy makes reference to improving transport links but there is no specific mention to sustainable modes of transport.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Ensure the policy prioritises improvements to sustainable modes of transport in the first instance	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel	o	o	o	Policy GM-E5 is focused on education and skills but has no specific reference to sustainable transport. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for sustainable travel positive.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				As above.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel	o	o	o	Policy GM-E5 is focused on education and skills but has no specific reference to sustainable transport. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for sustainable travel positive.	None Identified
		Support the use of sustainable and active modes of transport?	o	o	o	n/a	n/a	n/a				As above.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel	o	o	o	Policy GM-E5 is focused on education and skills but has no specific reference to sustainable transport. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for sustainable travel positive.	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	o	o	n/a	n/a	n/a	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
	Ensure that land resources are allocated and used in an efficient and sustainable manner	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

17	to meet the housing and employment needs of GM, whilst reducing land contamination	Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/ no effect against this objective and assessment criteria anticipated.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM E6 - Health

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy makes mainly a neutral/ no effect against this objective and assessment criteria The policy refers to provision of new or improved health facilities as part of new developments that would increase demand	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	I	P	L/GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	+	+	I	P	L/ GM/ W	Receptors: none identified Affected groups: those identified as living in deprivation	The policy makes a mainly positive impact on the objective and assessment criteria The policy seeks to improve the disparity between the GM population including promoting an economy where everyone is able to share in the benefits of growth	Link to other initiatives or investments (e.g. social infrastructure)	There will be an indirect impact as improvements in health and a reduction in health disparities may aid the reduction of deprivation as people are more able to work and improve their lives. Policy should consider the indirect benefits, and highlight if there are considered to be any direct benefits between health and deprivation and disparity.	N	No amendments have been made to the policy text to address mitigation comments in relation to referencing the link between health and deprivation. However, this topic is covered in corresponding thematic policies GM E1 which covers being socially inclusive	o	+	+	Policy GM E6 is focused on health but has no specific reference to health inequality. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for accessible design remains neutral to positive.	The policy should include reference to tackling health inequality within GM
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	+	+	I	P	L / GM/ W				As above	N	No amendments have been made to the policy text to address mitigation comments in relation to referencing the link between education and deprivation. However, this topic is covered in corresponding thematic policies GM E1 which covers being socially inclusive	o	+	+	Policy GM- E6 is focused on health but has no specific reference to the link between health and deprivation. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for interactions remains positive.	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	The policy makes mainly a neutral/ no effect against this objective and assessment criteria The policy makes reference to providing access to health related facilities for all the GM population	Potential link to other initiatives which seek to integrate communities	Where new facilities are developed, ensure access for existing and new communities to foster good relations.	Y	Policy text has changed in to reference health facilities to benefit both existing and new communities	o	o	o	Policy GM- E6 is focused on health. Policy text has been amended to reference that both existing and new communities will benefit from healthcare facilities following the IA mitigation.	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	+	+	D	P	L/GM/W				None identified			o	+	+	Policy has been amended to specifically reference that health facilities will benefit new and existing communities. However, scoring has not changed from 2019 due to already being positive	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	+	++	D	P	L/GM	Receptors: built environment, air quality Affected groups: various	The policy makes mainly a positive effect against this objective and assessment criteria The policy seeks to improve health and reduce the health disparities found between residents in GM. There is a focus on new developments supporting the provision of health and social care services, Green Infrastructure and leisure and recreation.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	Covered in policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	+	++	D	P	GM				As above			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	o	+	++	D	P	L				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	+	++	D	P	L/GM	Receptors: GM population Affected groups: all groups will be affected by this	The policy makes mainly a positive effect against this objective and assessment criteria The policy promotes access to healthcare facilities and to sports and recreation facilities	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	+	++	D	P	L				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/ no effect against this objective and assessment criteria anticipated. There is a GMSF policy on this topic.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	The policy makes a positive effect against one assessment criteria The policy supports an increase in the proportion of trips that are made by walking and cycling	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support the use of sustainable and active modes of transport?	o	+	++	D	P	Local / GM				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	+	++	I	p	Local / GM/W	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The positive makes a positive effect against this objective and assessment criteria The policy seeks to improve air quality across GM to minimise detrimental impacts on human health	Increased trips by private motor vehicle will worsen the air quality over time	None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy makes a positive effect against two assessment criteria The policy states that it will seek to enable people to adopt healthier lifestyles through the development of a high quality green infrastructure network through GM, including facilitating a wide range of recreation and sporting facilities	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	+	++	I	P	L/ GM				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	+	++	I	P	L/GM				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	The policy makes a positive effect against two assessment criteria The policy makes reference to reducing risks to human health through taking an integrated catchment-based approach to addressing flood risk.	Increased risk of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	+	++	I	P	L				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	+	++	I	P	L				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/ no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM E7 - Sports and Recreation

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy has mainly neutral/ no effects on this objective The policy makes reference to specific distance requirements for amount of play area from residential development	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	++	++	D	P	L/GM/W				Make reference in the policy to ensuring play areas and green space are well connected to residential development.	Y	Policy text has changed to reference sport and recreation facilities are accessible to communities	+	++	++	Policy GM- E7 is focused on sport and recreation. Policy text has been amended to reference that facilities will be accessible to communities following the IA mitigation.	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	Neutral/ no effects against the objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	I	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy has mainly positive impacts on transport infrastructure The policy states that it will aim to protect and enhance the public right of way which increases the amount and quality of cycling and pedestrian walking opportunities within GM	Could have cumulative effects with other local development schemes.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	+	+	+	I	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/ no effects against the objective and assessment criteria anticipated	Link to other initiatives or investments (e.g. apprenticeships)	This policy could be linked to aiming to reduce deprivation through access to recreation facilities	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the link between recreation facilities and deprivation. However, this topic is covered in corresponding thematic policies GM E1 which covers being socially inclusive	o	o	o	Policy GM- E7 is focused on sports and recreation but has no specific reference to the link between recreation spaces and deprivation. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the link between recreation facilities and deprivation. However, this topic is covered in corresponding thematic policies GM E1 which covers being socially inclusive	o	o	o	Policy GM- E7 is focused on sports and recreation but has no specific reference to the link between recreation spaces and deprivation. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/ no effects against the objective and assessment criteria anticipated	Potential link to other initiatives which seek to integrate communities	Ensure that where new provision comes about, benefits are felt by existing communities as well as new people into the area	Y	Policy text has changed to reference sport and recreation facilities to benefit both existing and new communities	o	o	o	Policy GM- E7 is focused on sport and recreation. Policy text has been amended to reference that both existing and new communities will benefit from sport and recreation facilities following the IA mitigation.	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				Link the policy with ensuring equal access for all to recreation facilities, including the existing community	Y	Policy text has changed to reference sport and recreation facilities to benefit both existing and new communities	o	o	o	Policy GM- E7 is focused on sport and recreation. Policy text has been amended to reference that both existing and new communities will benefit from sport and recreation facilities following the IA mitigation.	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				Where new recreation provision comes about, accessibility should be considered (e.g. for disabled and elderly people)	N	No amendments have been made to the policy text to address mitigation comments in relation to referencing accessibility in sports and recreation spaces	o/-	o/-	o/-	Policy GM- E7 is focused on sports and recreation development but has no specific reference to opportunities for accessible design. As such, the scoring has been changed and the potential impacts of the policy on opportunities for accessible design remains unknown to negative.	The policy should include reference to accessibility standards within sports and recreation spaces
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				Include explicit mention of urban, urban fringe and rural needs which are likely to be different	Y	Policy text has changed in to reference education and training facilities to benefit both existing and new communities which is accessible to all	o	o	o	Policy GM- E5 is focused on education and skills. Policy text has been amended to reference that both existing and new communities will benefit from education and training facilities which is accessible to all following the IA mitigation.	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	+	++	I	P	GM	Receptors: built environment, air quality Affected groups: various	The policy has positive effects on these health and wellbeing objectives The policy makes specific reference to the numerous health benefits that can be attained from the provision of sports and recreation facilities in GM. This includes access to Green Infrastructure and Green Space	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	+	++	I	P	GM				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	o	+	++	I	P	GM/L				None identified			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	P	L	Receptors: GM population Affected groups: all groups will be affected by this	The policy makes mostly positive impacts to this objective The policy makes specific reference to requiring the provision of recreation facilities in all education settings.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	+	++	++	D	P	L				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	++	++	D	P	L				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/ no effects against the objective and assessment criteria anticipated	Improved skill levels of the workforce	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	The policy makes a mainly neutral impacts The policy makes reference to promoting opportunities for walking, cycling and horse riding through the protection and provision of public rights of way	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support the use of sustainable and active modes of transport?	+	++	++	D	P	Local / GM				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	n/a	n/a	n/a	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy has mainly positive impacts The policy promotes sustainable modes of transport which would reduce pressure on car/ public transport and therefore would lead to a reduction in emissions	Increased trips by private motor vehicle will worsen the air quality over time	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	+	+	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy makes mainly positive impacts on this objective The policy makes reference to enhancing public right of ways with the addition of green infrastructure.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+	++	++	D	P	Local / GM				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+	++	++	D	P	Local				None identified			+	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	+/?	+/?	I	P	L	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	New green space for recreation could be multi-functional and integrate climate change resilience but this is not a major focus of this policy.	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause more of an impact.	None identified			o	+/?	+/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effects against the objective and assessment criteria anticipated	Increased risk of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effects against the objective and assessment criteria anticipated	The quality and availability of water resources may be reduced	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	The policy has a mainly neutral/ no effect on this objective The policy encourages active modes of transport including walking, cycling and horse riding which would reduce reliance upon cars and public transport, therefore reducing vehicle emissions	The less vehicles on the road the less emissions creation	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	+	I	P	GM / W				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	+	+	I	P	L	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	The provision of green space and play areas encourage the improvement of landscape quality including linking green infrastructure networks	Landscape quality is reduced and character is lost from various assets until it is diminished	None identified			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/ no effects against the objective and assessment criteria anticipated	Loss of greenfield land	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/ no effects against the objective and assessment criteria anticipated	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

A Greener Greater Manchester

GGM8 Valuing Important Landscapes

Ref	Objective	Assessment criteria…will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	There are uncertain effects against this objective as the policy states that development should have specific regard to access however there is a lack of information on the access that would be enhanced or created.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	?	?	?	D	P	Local				Specify how access will be achieved, and which modes of transport will be encouraged	Partially	Policy has not been updated to reflect this mitigation as it was not considered appropriate for this policy. However, sustainable travel is covered throughout GMSF chapter GM-N.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated to include a reference to access or sustainable travel, the scoring has not been updated.	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	There are uncertain effects against this objective as the policy states that development should have specific regard to access however there is a lack of information on the access that would be enhanced or created.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	?	?	?	D	P	Local				Specify how access will be achieved, and which modes of transport will be encouraged	Partially	Policy has not been updated to reflect this mitigation as it was not considered appropriate for this policy. However, sustainable travel is covered throughout GMSF chapter GM-N.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated to include a reference to access or sustainable travel, the scoring has not been updated.	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programmes)	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	This objective has positive effects of ensuring needs of different areas are equally addressed as makes reference to settlements and landscape character.	Potential links to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas (namely urban, suburban, urban fringe and rural) are equally addressed?	+	+	+	D	P	Local				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	?	?	?	D	P	Local / GM	Receptors: built environment, air quality Affected groups: various	Policy supports valuing important landscapes which could improve local communities' accessibility to greenspace; therefore supporting healthier lifestyles however this is not specified and therefore the effects are uncertain.	Improved health and reduced health inequalities may occur through planning policy and other initiatives	Make reference to the benefits to health and well being within the policy	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the health benefits of GI. However, this topic is covered in corresponding thematic policies GM-E1 for creating sustainable places.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated to include a reference to health benefits, the scoring has not been updated.	None Identified
		Reduce health inequalities within GM and with the rest of England?	?	?	?	D	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the health benefits of GI. However, this topic is covered in corresponding thematic policies GM-E1 for creating sustainable places.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated to include a reference to health benefits, the scoring has not been updated.	None Identified
		Promote access to green space?	?	?	?	D	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the health benefits of GI. However, this topic is covered in corresponding thematic policies GM-E1 for creating sustainable places.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated to include a reference to health benefits, the scoring has not been updated.	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	The policy has uncertain effects against this objective as there is potential that the landscapes will provide or include community social infrastructure, this is not referenced in policy.	Increased access coupled with population growth may present capacity issues	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	?	?	?	D	P	Local				If community social infrastructure will be included, make reference directly in the policy.	Partially	Policy has not been updated to reflect this mitigation as it was not considered appropriate for this policy. However, social infrastructure such as sports and recreation is covered through Policy GM-E7.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated to include a reference to social infrastructure, the scoring has not been updated.	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Capacity issues if facilities are not developed at same rate as residential developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	?	?	?	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	There are uncertain effects against this objective as the policy states that development should have specific regard to access however there is a lack of information on the access that would be enhanced or created.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Specify how access will be achieved, and which modes of transport will be encouraged	Partially	Policy has not been updated to reflect this mitigation as it was not considered appropriate for this policy. However, sustainable travel is covered throughout GMSF chapter GM-N.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated to include a reference to access or sustainable travel, the scoring has not been updated.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support the use of sustainable and active modes of transport?	?	?	?	n/a	n/a	n/a				Specify how access will be achieved, and which modes of transport will be encouraged	Partially	Policy has not been updated to reflect this mitigation as it was not considered appropriate for this policy. However, sustainable travel is covered throughout GMSF chapter GM-N.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated to include a reference to access or sustainable travel, the scoring has not been updated.	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	?	?	?	I	P	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Policy does not reference air quality however protecting important landscapes could help to improve air quality, or prevent it getting worse, and therefore there is an indirect effect.	Increased trips to and from additional development may worsen air quality if sustainable transport is not utilised	Mention importance of greenspace in mitigating air pollution	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the green space and its impact on air quality. However, this topic is covered in corresponding thematic Policy GM-S 6.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated to include a reference to air quality, the scoring has not been updated.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	+	+	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy is focused on important landscapes and therefore has a lot of crossover with this objective, although all landscapes will not link to biodiversity / green infrastructure / geodiversity. It supports the protection of these and therefore has positive effects.	Impact on the biodiversity assets may result from development	Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+	+	+	I	n/a	Local				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+	+	+	D	P	Local / GM				There is no reference to establishing new landscapes / green infrastructure	Partially	Policy text has not been updated to include this mitigation. However, this topic is covered in corresponding thematic Policies GM-G 2 and GM-G 10 which cover the green infrastructure network and the Green Belt.	+	+	+	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated in regard to this mitigation, the scoring has not been updated.	None Identified

		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?	?	?	D	P	Local / GM				Make reference to access to these landscapes for the public	Partially	Policy has not been updated to reflect this mitigation as it was not considered appropriate for this policy. However, sustainable travel is covered throughout GMSF chapter GM-N.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated in regard to this mitigation, the scoring has not been updated.	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	?	?	?	I	P	Local / GM	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	The policy does not make reference to mitigating the effects of climate change however there is potential for indirect effects.	Increased heat island and flood risk in conjunction with additional development	Make reference to the role landscapes and greenspaces / trees can have in ensuring resilience to the effects of climate change.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the benefits of GI to improve a development's resilience. However, this topic is covered in corresponding thematic policies GM-S1 and S4 for sustainable development and resilience considerations.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated in regard to this mitigation, the scoring has not been updated.	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	The policy does not make reference to flood risk, however protecting and enhancing green spaces could effect flood risk management which may be relevant for a number of the landscapes.	Development elsewhere may affect flood risk and increase likelihood of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	?	?	?	D	P	Local / GM				Clarify that placement of greenspace is important for flood risk mitigation and make a clear reference.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing guidance on flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated in regard to this mitigation, the scoring has not been updated.	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	?	?	?	I	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green infrastructure's potential to mitigate run off. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure.	?	?	?	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As the policy has not been updated in regard to this mitigation, the scoring has not been updated.	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Quality and availability of water resources may be affected cumulatively by nearby development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Increase in energy use and as a result, GHG emissions as development takes place	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	++	++	++	D	P	Local / GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	The policy is focused on valuing important landscapes and therefore has significant crossover with this objective. The policy states the special qualities and sensitivities of landscape types should be recognised, and that any development proposals should have specific regard to a number of factors, including natural character, historic landscape character, form, density and setting of existing settlements, views, access and recreation and perceptual and experiential qualities.	Landscape and heritage receptors may be eroded incrementally as development is brought forward	Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	++	++	++	D	P	Local / GM				Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	++	++	++	D	P	Local / GM				Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Loss of greenfield land as it is developed incrementally	Indirectly covered by policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				Include potential to remediate previously developed land into greenfield sites	Partially	No amendments have been made to the policy text to address mitigation comments in relation to utilising remediated land. However, this topic is covered in corresponding thematic policies GM S1 and E1 which cover sustainable development and creating sustainable places.	o	o	o	Policy GM-G1 concerns valuing important landscapes and focuses on development responding to its surrounding landscape. As no amendments were made against this mitigation, the scoring has not been changed and the potential impacts of the policy on utilising previously developed land remains neutral.	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation in conjunction with nearby development will have widespread effects as numerous sites are brought forward	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GGM2 - Green Infrastructure Network

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any <u>specific sensitive receptors</u> where they have been identified	Potential cumulative effects	Mitigation / policy input	2020							
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed?	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, local / GM population where sites come forward Affected groups: Housing with an undersupply of green infrastructure is more likely to affect those already living in deprivation and with disabilities	Policy refers to Green Infrastructure (GI) Network and improving access to green infrastructure, and states that development should take practicable opportunities to protect, enhance and expand the GI Network. This will have indirect effects on the supply of housing land and stock.	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	Local / GM				Specify GI requirements in new developments and allocations	Partially	Policy has not been updated to reflect this mitigation as it was not considered appropriate for this policy. Allocation policies cover specific requirements for when these sites are brought forward. Additionally, Policy GM-G8 concerns standards for green space across GM and states development has a major role in achieving provision.	+	+	+	Policy GM-G2 sets out a strategic approach for GM's green infrastructure network. As the policy has not been updated to include a reference to green space standards, the scoring has not been updated.	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	+	+	+	I	P	Local / GM				Make explicit for urban heat island and development in greenfield areas, specifying green roofs/walls for cooling effects	Partially	The policy does make reference to ecosystem services such as climate change mitigation and adaptation. Additionally, Policy GM-G8 concerns standards for green space across GM and states development has a major role in achieving provision.	+	+	+	Policy GM-G2 sets out a strategic approach for GM's green infrastructure network. As the policy has not been updated to include a specific reference to urban heat island, the scoring has not been updated.	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial <u>distribution of development</u>?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified			+	+	+	The policy has been updated to mention active travel opportunities. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programmes)	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o/-	o/-	o/-	Policy GM-G2 sets out a strategic approach for GM's green infrastructure network but has no specific reference to opportunities for accessible design. As such, the scoring has been changed and the potential impacts of the policy on opportunities for accessible design is neutral to negative. Further mitigation is suggested for the policy.	The policy should include reference to accessibility standards when discussing access to green infrastructure
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	+	+	D	P	Local / GM	Receptors: built environment, air quality Affected groups: various	Protecting and enhancing the GI network provides increased opportunity for physical activity, therefore having a direct and positive effect on the health and wellbeing of the population. Policy identifies areas and key locations for green infrastructure network improvements and such improvements will innately promote access to green space.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	Stress health benefits and the connection between recreation/active transport and improved health	Partially	The policy includes text which states the GI network will support wider public health benefits, including through promotion of active travel and recreational opportunities. This topic is also covered in corresponding thematic Policy GM-N5.	+	+	++	Policy GM-G2 sets out a strategic approach for GM's green infrastructure network. As the policy emphasise the relationship between green infrastructure and health benefits, scoring has been updated to show an increasing positive impact in the long-term.	None Identified
		Reduce health inequalities within GM and with the rest of England?	+	+	+	D	P	n/a				As above	Partially	The policy includes text which states the GI network will support wider public health benefits, including through promotion of active travel and recreational opportunities. This topic is also covered in corresponding thematic Policy GM-N5.	+	+	++	Policy GM-G2 sets out a strategic approach for GM's green infrastructure network. As the policy emphasise the relationship between green infrastructure and health benefits, scoring has been updated to show an increasing positive impact in the long-term.	None Identified
		Promote access to green space?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated	Increased access coupled with population growth may present capacity issues	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Capacity issues if facilities are not developed at same rate as residential developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	Policy makes direct reference to active travel modes of walking and cycling and thus promotes sustainable transport Improving efficient patterns of movement should be done by encouraging active travel for short distances	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Ensure green travel routes connect existing local centres to proposed development	Partially	Policy contains text which emphasises the green infrastructure network as a method to promote active travel. However, no reference has been made sustainable travel is covered throughout GMSF chapter GM-N.	+	+	+	Policy GM-G2 sets out a strategic approach for GM's green infrastructure network. As the policy has not been updated to include a reference to access or sustainable travel, the scoring has not been updated.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			+	+	+	The policy has been updated to mention active travel opportunities. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Support the use of sustainable and active modes of transport?	+	+	+	I	P	Local / GM				Covered by policy			+	+	+	Policy has been amended to specifically reference active travel. However, scoring has not changed from 2019 due to already being positive	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	p	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor))	Policy directly discusses the potential of GI to enhance air quality through reduction of emissions and removal of pollutants from air	Increased trips by private motor vehicle will worsen the air quality over time if sustainable modes are not utilised	Stress health benefits and the connection between active transport and improved air quality	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the connection between active travel and improved air quality. However, this topic is covered in corresponding thematic Policy GM-S 6.	+	+	+	Policy GM-G2 sets out a strategic approach for GM's green infrastructure network. As the policy has not been updated to include a reference to air quality, the scoring has not been updated.	None Identified
	Conserve and	Provide opportunities to enhance new and existing wildlife and geological sites?	+	+	+	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Policy reflects much of this objective and assessment criteria, covering biodiversity, multifunctional GI, recreation and tranquility. Implementation of this policy has significant crossover with this objective, as it identifies opportunity areas throughout Greater Manchester for green infrastructure network improvements.	Impact on biodiversity assets may occur in conjunction with other developments	Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	D	P	Local / GM / Wider				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

11	enhance biodiversity, green infrastructure and geodiversity assets	Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+	+	++	D	P	Local / GM				Generally covered by policy. Make reference to how the Greater Manchester Green Factor will be established to ensure this is met.	Partially	Policy text has not been updated to include this mitigation. However, this topic is covered in corresponding thematic Policies GM-G 2 and GM-G 10 which cover the green infrastructure network and the Green Belt	+	+	++	Policy GM-G2 sets out a strategic approach for GM's green infrastructure network. As the policy has not been updated in regard to this mitigation, the scoring has not been updated.	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+	+	++	D	P	Local				As above	Partially	Policy has not been updated to reflect this mitigation as it was not considered appropriate for this policy. However, sustainable travel is covered throughout GMSF chapter GM-N.	+	+	++	Policy GM-G2 sets out a strategic approach for GM's green infrastructure network. As the policy has not been updated in regard to this mitigation, the scoring has not been updated.	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	+	++	D	P	Local / GM	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Policy discusses elements complementary to resilience and climate change mitigation such as managing flood risk and adapting to warmer temperatures	Increased urban heat island effect and flood risk in combination with other development	None identified			+	+	++	Policy GM-G2 sets out a strategic approach for GM's green infrastructure network. As the policy has not been updated in regard to this mitigation, the scoring has not been updated. Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	I	P	L / GM	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Policy directly references management of flood risk through increasing infiltration and considering inundation, and will complement policies for flood risk	Other development which may affect flood risk and increase likelihood of flooding	Policy should reinforce existing guidance on flood risk, specifically steering away from developing in areas of flood risk	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing guidance on flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure.	o	o	o	Policy GM-G2 sets out a strategic approach for GM's green infrastructure network. As the policy has not been updated in regard to this mitigation, the scoring has not been updated.	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	+	+	++	D	P	L / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing guidance on flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure.	+	+	++	Policy GM-G2 sets out a strategic approach for GM's green infrastructure network. As the policy has not been updated in regard to this mitigation, the scoring has not been updated.	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	+	+	+	D	P	L / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	+	++	D	P	L / GM				None identified			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	+	+	+	I	P	L / GM	Receptors: water courses, ground water, water supplies Affected groups: Various	Policy covers all areas outlined; its implementation will have a marginal benefit against all of the assessment criteria	Both quality and availability of water resources may be impacted by other development	Consider including reference to Water Framework Directive as an aim	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water resource management. However, this topic is covered in corresponding thematic policy GM-S 5 which covers the water environment.	+	+	+	Policy GM-G2 focuses on GM's green infrastructure. No amendments have been made to the policy in regard to the WFD; therefore, the assessment has not changed.	None Identified
		Promote management practices that will protect water features from pollution?	+	+	++	D	P	L				Covered by policy			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	+	+	++	D	P	W				Covered by policy			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	+	+	I	P	L / GM	Receptors: Climate Affected groups: All	This policy recommends GI to reduce carbon emissions and to provide cooling and shading in urban areas	GI will help mitigate the increased greenhouse gas emissions are more developments are built	Consider providing specific examples of GI to help adapt to warmer temperatures e.g., green roofs and walls	Partially	No amendments have been made to the policy text to address mitigation comments in relation to what GI can do to support warmer temperatures. However, this topic is covered in corresponding thematic policy GM-S 2 which covers energy and carbon use with energy efficiency measures	+	+	+	Policy GM-G2 focuses on GM's green infrastructure. No amendments have been made to the policy in regard to GI support for warmer weather; therefore, the assessment has not changed.	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	++	I	P	L / GM				None identified			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	+	++	D	P	L	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Policy covers enhancing sense of place, distinctiveness, visual interest of different areas; as well as offering a high quality setting for development and heritage assets	Landscape and heritage may be eroded over time as development comes forward	Covered by policy			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				Covered by policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	+	+	++	D	P	L				Covered by policy			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Loss of greenfield land as it is developed incrementally	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation with other schemes; intradevelopment effects as a number of locations are taken forward	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GGM3 - River Valleys Waterways

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020							
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	I	n/a	Local / GM	Receptors: housing market, Local / GM population where sites come forward Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	Policy promotes public enjoyment and recreation of river valleys and canals as well as utilising canals and rivers for renewable energy production where compatible; connecting housing sites to the landscape and green infrastructure network should therefore be encouraged	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	+	+	D	P	Local / GM				Covered by policy			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	+	D	P	GM / W				None identified			o	o	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	I	n/a	GM	Receptors: GM population and GM economy Affected groups: widespread effects.	Neutral/no effect against this objective and assessment criteria anticipated	Utilisation of canals and rivers for renewable energy, etc. would ensure sustainable economic growth and job creation	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	I	n/a	GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	+	D	P	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Policy supports increased use of canals and watercourses for active travel to alleviate demands on highway network, and aims to ensure that any development relates positively to rivers and canals	Improved transport and digital network as utilisation of canals and rivers increases	Covered by policy			+	+	+	The policy has been updated to mention active travel. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Improve transport connectivity?	o	o	+	D	P	Local / GM				Covered by policy			+	+	+	The policy has been updated to mention active travel. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	+	D	P	GM				Covered by policy			+	+	+	The policy has been updated to mention active travel. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	?	?	I	P	Local	Receptors: none identified Affected groups: those identified as living in deprivation	Increasing use of canals and watercourses for both recreation and commuting may provide increased opportunities at the local level for those living in deprivation	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programmes	Mention increased access and connectivity in areas historically deprived and isolated	Partially	The policy has not been amended to reflect this mitigation. However, Policy GM-E1 concerns the creation of sustainable places and covers socially inclusive principles.	o	?	?	Policy GM-G3 concerns the protection and improvement of river valleys and waterways. As the policy has not been amended to include reference to deprived and isolated populations, the scoring has not been updated.	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	?	?	I	P	Local	Receptors: none identified Affected groups: various, depending on locality	Increasing use of canals and watercourses for public enjoyment, recreation and commuting may provide increased opportunities at the local level for those living in deprivation	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programmes	Indirectly covered by policy (i.e. public enjoyment)			o	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	?	?	I	P	Local				None identified			o	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	+	+	D	P	Local / GM	Receptors: built environment, air quality Affected groups: various	Policy supports public enjoyment of river valleys and canals as well as active travel routes for both walking and cycling. This focus encourages physical activity along watercourses; benefits will depend upon public uptake Walkways along rivers and canals may be used as "linear" green space. Enhancements in public access to natural sites could have a marginal effect on health (health is not mentioned in policy wording) DOH links with: • Recreation opportunities • Active travel routes • Tranquillity • Climate change adaption Improvements will depend on uptake and behaviours, with a potential marginal beneficial effect	Improved health and reduced health inequalities may occur through planning policy and other national initiatives	Health should be mentioned when discussing active travel and public enjoyment	Y	The policy has been amended to emphasise that connecting from urban areas to countryside provides opportunities for active travel as well as health and wellbeing value.	+	+	++	Policy GM-G3 concerns the protection and improvement of river valleys and waterways. As the policy has been updated to include a reference to health benefits provided by connectivity, this has had an increasingly positive effect on this criteria.	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	+	+	D	P	Local / GM				As above	Y	The policy has been amended to emphasise that connecting from urban areas to countryside provides opportunities for active travel as well as health and wellbeing value.	+	+	++	Policy GM-G3 concerns the protection and improvement of river valleys and waterways. As the policy has been updated to include a reference to health benefits provided by connectivity, this has had an increasingly positive effect on this criteria.	None Identified
		Promote access to green space?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated	Increased use of canals and watercourses for active travel could promote access to community social infrastructure	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	I	n/a	Local				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	I	n/a	Local				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Increased use of canals and watercourses for active travel could promote access to educational facilities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	I	n/a	Local	Receptors: GM population, transport network Affected groups: Various	Policy directly supports active travel, a sustainable mode of transport. Further utilisation of the canal network would expand/strengthen the transport network.	Lessened demand on highway network could create demand issues on the canal network	None identified			+	+	+	The policy has been updated to mention active travel. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	+	I	P	Local / GM				Clarify whether all transport modes supported by policy have an aim of sustainability	Partially	No change has been made to the policy to reflect this mitigation. However, this topic is covered through Policy GM-N1 which concerns an integrated and sustainable transport network.	o	o	+	Policy GM-G3 concerns the protection and improvement of river valleys and waterways. As no changes have been made in regard to this mitigation, the scoring has not been updated. .	None Identified
		Support the use of sustainable and active modes of transport?	o	+	++	D	P	Local / GM				Covered by policy			+	++	++	The policy has been updated to mention active travel. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	+	+	I	P	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Protecting and enhancing habitats will contribute towards AQ sequestration services, especially in proximity to development and built up areas	Increased trips to and from developments may worsen air quality over time if sustainable modes are not utilised	Mention AQ benefits of habitat protection	Partially	No amendments have been made to the policy text to address mitigation comments in relation to impact on air quality. However, this topic is covered in corresponding thematic Policy GM-S 6.	o	+	+	Policy GM-G3 concerns the protection and improvement of river valleys and waterways. As the policy has not been updated to include a reference to air quality, the scoring has not been updated.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	+	++	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Policy has considerable crossover with this objective through its protection and enhancement of river valleys and canals	Impact on the biodiversity assets may occur in combination with over developments	Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	+	++	D	P	Local / GM / Wider				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	+	++	D	P	Local				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	+	++	D	P	Local / GM	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Policy aims to reduce flood risk and return rivers to a more natural state, which innately supports resilience efforts and climate change mitigation	Increased flood risk in conjunction with development and utilisation of impermeable materials	Specify support of climate change mitigation particularly in relation to flood risk alleviation	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the benefits of GI for climate change mitigation. However, this topic is covered in corresponding thematic Policies GM-S1 and S4 for sustainable development and resilience considerations.	o	+	++	Policy GM-G3 concerns the protection and improvement of river valleys and waterways. As the policy has not been updated in regard to this mitigation, the scoring has not been updated. .	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	I	n/a	Local / GM	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Policy makes reference to reducing flood risk through careful land management and returning rivers to a more natural state where practicable	Inappropriate development could affect flood risk and increase the likelihood of flooding	Mention restricting development in sensitive flood zones or catchment areas	Partially	No amendments have been made to the policy text to address mitigation comments in relation to flood zones. However, this topic is covered in corresponding thematic Policy GM-S5 which concerns flood risk and the water environment.	o	o	o	Policy GM-G3 concerns the protection and improvement of river valleys and waterways. As the policy has not been updated in regard to this mitigation, the scoring has not been updated. .	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	+	+	D	P	Local / GM				Covered by policy			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	+	+	D	P	Local				Mention restricting development in sensitive flood zones or catchment areas	Partially	No amendments have been made to the policy text to address mitigation comments in relation to flood zones. However, this topic is covered in corresponding thematic Policy GM-S5 which concerns flood risk and the water environment.	o	+	+	Policy GM-G3 concerns the protection and improvement of river valleys and waterways. As the policy has not been updated in regard to this mitigation, the scoring has not been updated. .	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	+	D	P	Local / GM				Mention flood risk in conjunction with resilience and climate change mitigation	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the benefits of GI for climate change mitigation. However, this topic is covered in corresponding thematic Policies GM-S1 and S4 for sustainable development and resilience considerations.	o	o	+	Policy GM-G3 concerns the protection and improvement of river valleys and waterways. As the policy has not been updated in regard to this mitigation, the scoring has not been updated. .	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	+	++	I	P	GM / W	Receptors: water courses, ground water, water supplies Affected groups: Various	Policy directly references improving water quality; there is no mention of the WFD but there is significant crossover	The quality and availability of water resources may be affected cumulatively by development nearby	Reference Water Framework Directive as strategic aim	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the Water Framework Directive. However, this topic is covered in corresponding thematic Policy GM-S5 which concerns flood risk and the water environment.	o	+	++	Policy GM-G3 concerns the protection and improvement of river valleys and waterways. As the policy has not been updated in regard to this mitigation, the scoring has not been updated. .	None Identified
		Promote management practices that will protect water features from pollution?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	?	?	I	P	Local / GM				Include water consumption guidance in conjunction with water quality	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the Water Framework Directive. However, this topic is covered in corresponding thematic Policy GM-S5 which concerns flood risk and the water environment.	o	?	?	Policy GM-G3 concerns the protection and improvement of river valleys and waterways. As the policy has not been updated in regard to this mitigation, the scoring has not been updated. .	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	+	D	P	GM / W	Receptors: None identified Affected groups: Various	Policy encourages utilisation of canals and rivers for renewable energy, in addition to using canal network for transport	Utilisation of canal network for renewable energy production	None identified			o	o	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	+	D	P	GM / W				None identified			o	o	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	?	D	P	GM / W				Clarify whether all transport modes supported by policy have an aim of sustainability	Partially	No change has been made to the policy to reflect this mitigation. However, this topic is covered through Policy GM-N1 which concerns an integrated and sustainable transport network.	o	o	?	Policy GM-G3 concerns the protection and improvement of river valleys and waterways. As no changes have been made in regard to this mitigation, the scoring has not been updated. .	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	+	++	D	P	Local / GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: None identified	Policy supports retaining open character of the river valleys and integrating green infrastructure through high quality frontages to the river and ensuring public realm alongside the water for recreation use and maintenance	Landscape and heritage receptors may be eroded incrementally as development comes forward	Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: None identified	Neutral/no effect against this objective and assessment criteria anticipated	Development coming forward alongside remediation efforts may overall increase land contamination	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	I	n/a	GM / W	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	River valleys and canals improvements may indirectly promote sustainable resource use in the surrounding area	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GGM4 - Lowland Wetland and Mosslands

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, Local / GM population where sites come forward Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	Neutral/no effect against this objective and assessment criteria anticipated.	Could have cumulative socio-economic and environmental effects in conjunction with surrounding development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	Neutral/no effect against this objective and assessment criteria anticipated.	Could have cumulative socio-economic and environmental effects in conjunction with surrounding development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Expanding public access including creation of new circular routes is supported by the policy, and will thus improve active transport connectivity. However this is likely to be in more isolated locations in the lowland wetlands and moss lands.	Could have cumulative socio-economic and environmental effects in conjunction with surrounding development schemes	None identified			+	+	+	The policy has been updated to mention active travel. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				Active transport covered by policy			+	+	+	The policy has been updated to mention active travel. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			+	+	+	The policy has been updated to mention active travel. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+ / ?	+ / ?	+ / ?	I	P	Local	Receptors: none identified Affected groups: those identified as living in deprivation	The lowland wetlands and mosslands are expected to become more accessible to communities and there may be opportunities for improvements to health and living environments, which will affect deprivation at a local level.	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programs)	None identified			+ / ?	+ / ?	+ / ?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated.	Link to other initiatives or investments which integrate communities	Reconnecting local communities is covered by policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				Expanding public access covered by policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	+	+	D	P	Local / GM	Receptors: built environment, air quality Affected groups: various	Expanding both public access and recreation opportunities will have a positive effect on health and wellbeing.	Improved health and reduced health inequalities may occur through planning policy and national initiatives	Covered by policy			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	+	+	D	P	Local / GM				Covered by policy			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Policy references enhancing recreation opportunities which will increase provision of community infrastructure.	Increased access coupled with population growth may present capacity issues	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	+	+	D	P	Local / GM				Elaborate upon types of recreation opportunities which should be provided through implementation of this policy	Partially	No change has been made to the policy in relation to this mitigation, as this matter was considered more appropriate on a district-level. Additionally, Policy GM-E 7 covers both sport and recreation.	o	+	+	Policy GM-G 4 focuses on the protection of the ecologically valuable lowland wetlands and mosslands. Scoring has not been updated as amendments have not been made against this criteria. However, no detrimental impact is anticipated as this topic is covered elsewhere in the GMSF.	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated.	Capacity issues if new facilities are not developed at same rate as residential development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	Expanding public access across the area as well as creating new circular routes will encourage sustainable and active modes of transport in addition to promoting efficient patterns of movement. However this is likely to be in more isolated locations in the lowland wetlands and mosslands.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport.	Covered by policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			+	+	+	The policy has been updated to mention active travel. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Support the use of sustainable and active modes of transport?	o	o	o	n/a	n/a	n/a				Directly mention support of sustainable and active travel	Partially	Policy text has been updated to reflect enhancement of active travel opportunities. Although no change has been made to the policy to reference sustainable travel, this topic is covered through Policy GM-N1 which concerns an integrated and sustainable transport network.	o	+	+	Policy GM-G 4 focuses on the protection of the ecologically valuable lowland wetlands and mosslands. As the policy has been updated to include reference to active travel, the assessment has shown an increased positive impact against this criteria.	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	+	++	D	P	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Policy supports the maintenance and enhancement of semi-natural habitats and the management of sensitive wetland habitats; and therefore will improve air quality in the wetlands and nearby areas.	Increased trips to and from development may worsen air quality over time if sustainable modes are not utilised.	Mention AQ benefits of wetlands and mosslands in consideration of proximity to urban areas	Partially	No amendments have been made to the policy text to address mitigation comments in relation to impact on air quality due to proximity to urban areas. However, the policy does mention carbon sequestration and air quality is covered in corresponding thematic Policy GM-S 6.	o	+	++	Policy GM-G 4 focuses on the protection of the ecologically valuable lowland wetlands and mosslands. Scoring has not been updated as amendments have not been made against this criteria.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	+	++	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Policy has substantial crossover with this objective on topics such as maintaining semi-natural habitats, managing and restoring sensitive habitats, and increasing features that act as stepping stones for wildlife.	Impact on biodiversity assets may occur in combination with nearby development.	Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	+	++	D	P	Local / GM / Wider				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	+	++	D	P	Local				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	+	++	D	n/a	Local / GM	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Policy encourages restoration of habitats which will strengthen resilience of communities to climate change	Increased heat island and flood risk in conjunction with additional development.	Specify that development should not occur in flood plains or other areas with adverse environmental effects.	Partially	No amendments have been made to the policy text to address mitigation comments. However, this topic is covered in corresponding thematic Policy GM-S 5 which concerns flood risk. Policies GM-S 1 and S 4 also cover sustainable development and resilience considerations.	o	+	++	Policy GM-G 4 focuses on the protection of the ecologically valuable lowland wetlands and mosslands. Scoring has not been updated as amendments have not been made against this criteria.	None Identified
		Restrict the development of property in areas of flood risk?	o	o	o	I	n/a	Local / GM	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Policy references managing land to ensure that its hydrology is not adversely affected and that the water table is restored; flood risk is therefore mitigated through these measures.	Nearby development may affect flood risk and increase the likelihood of flooding.	Covered by policy; could clarify potential to mitigate flood risk with strategically-located development	Partially	No amendments have been made to the policy text to address mitigation comments in relation to flood zones. However, this topic is covered in corresponding thematic Policy GM-S5 which concerns flood risk and the water environment.	o	o	o	Policy GM-G 4 focuses on the protection of the ecologically valuable lowland wetlands and mosslands. Scoring has not been updated as amendments have not been made against this criteria.	None Identified

13	Reduce the risk of flooding to people and property	Ensure adequate measures are in place to manage existing flood risk?	o	+	+	D	P	Local / GM				Clarify GI functions in relation to managing flood risk	Partially	No amendments have been made to the policy text to address mitigation comments in relation to flood risk. However, this topic is covered in corresponding thematic Policy GM-S5 which concerns flood risk and the water environment.	o	+	+	Policy GM-G 4 focuses on the protection of the ecologically valuable lowland wetlands and mosslands. Scoring has not been updated as amendments have not been made against this criteria.	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	+	+	I	P	Local / GM				Mention controlling development to ensure run-off rates are not overall increased	Partially	No amendments have been made to the policy text to address mitigation comments in relation to flood risk. However, this topic is covered in corresponding thematic Policy GM-S5 which concerns flood risk and the water environment.	o	+	+	Policy GM-G 4 focuses on the protection of the ecologically valuable lowland wetlands and mosslands. Scoring has not been updated as amendments have not been made against this criteria.	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	+	+	I	P	Local / GM				Covered by policy in regard to restricting development to allocated sites; potential to clarify need to future proof in policy wording	Partially	No amendments have been made to the policy text to address mitigation comments in relation to future-proofing development. However, this topic is covered in corresponding thematic Policy GM-S 5 which focuses on flood risk and the water environment. Additionally, Policies GM-S1 and S4 cover sustainable development and resilience considerations.	o	+	+	Policy GM-G 4 focuses on the protection of the ecologically valuable lowland wetlands and mosslands. Scoring has not been updated as amendments have not been made against this criteria.	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	+	+	I	n/a	GM / Wider	Receptors: water courses, ground water, water supplies Affected groups: Various	Lowland wetlands and water resources are interlinked. Enhancement of semi-natural habitat and managing land to ensure its hydrology is not adversely affected will improve water quality in the wetlands and mosslands. There is no mention of the Water Framework Directive.	The quality and availability of water resources may be affected cumulatively in conjunction with nearby development.	Mention Water Framework Direction as a strategic aim	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the Water Framework Directive. However, this topic is covered in corresponding thematic Policy GM-S5 which concerns flood risk and the water environment.	o	+	+	Policy GM-G 4 focuses on the protection of the ecologically valuable lowland wetlands and mosslands. Scoring has not been updated as amendments have not been made against this criteria.	None Identified
		Promote management practices that will protect water features from pollution?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	I	n/a	GM / Wider				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Enhancing areas of semi-natural habitats will have a positive carbon sequestration effect.	There is an increase in energy use and greenhouse gas emissions as development comes forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	+	D	P	GM / Wider				None identified			o	o	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	+	++	D	P	Local / GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Policy contains significant crossover with this objective and covers retaining rural character of landscape, maintaining views, and safeguarding the strong cultural identity of the area.	Landscape and heritage receptors may be eroded incrementally as development comes forward.	Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	I	n/a	Local / GM	Receptors: greenfield and brownfield land Affected groups: Non identified	The restoration and enhancement of key features and sites is supported through the removal of derelict structures.	Loss of greenfield land as it is developed incrementally.	Mention encouraging development on previously developed land	Partially	Policy has not been updated to reflect this mitigation. However, prioritising brownfield land for development is covered the Policy GM-S 1.	o	o	o	Policy GM-G 4 focuses on the protection of the ecologically valuable lowland wetlands and mosslands. Scoring has not been updated as amendments have not been made against this criteria.	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	+	+	D	P	Local / GM				Covered by policy			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	I	n/a	Local / GM				Mention land remediation in the protection of semi-natural habitats	Partially	The policy has not been updated to reflect this mitigation. However, Clause 5 of the policy already covers remediation of land in instances when it is beneficial to green infrastructure provision. Additionally, Policy GM-G 9 concerns the protection of biodiversity and geodiversity.	o	o	+	Policy GM-G 4 focuses on the protection of the ecologically valuable lowland wetlands and mosslands. Scoring has been updated to having a slightly positive impact against this criteria in order to reflect the policy already including reference to remediation in conjunction with Policy GM-G 9 focusing on biodiversity.	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated.	Waste generation with nearby schemes as development comes forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM G5 Uplands

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or	Majority of effects are: Temporary (T) or	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, Local / GM population where sites come forward Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects with nearby development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects with nearby development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects with nearby development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programmes)	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	-	-	-	D	P	Local / GM	Receptors: uplands habitat, air quality Affected groups: various	Policy does not refer to promoting access to these areas and the benefits that can bring for health.	Improved health and reduced health inequalities may occur through planning policy and other initiatives	Make reference to providing access to green spaces for both physical and mental health. Link to potential recreation functions	Y	Policy text has changed to reference the physical and mental health benefits of green spaces and landscapes	+	+	+	Policy GM-G5 is focused on uplands. Policy text has been amended to reference the physical and mental health benefits open space and landscapes can provide.	None Identified
		Reduce health inequalities within GM and with the rest of England?	-	-	-	D	P	Local / GM				None identified			-	-	-	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	-	-	-	D	P	Local / GM				Make reference to providing access to green spaces for both physical and mental health. Link to potential recreation functions	Y	Policy text has changed to reference the physical and mental health benefits of green spaces and landscapes	+	+	+	Policy GM-G5 is focused on uplands. Policy text has been amended to reference the physical and mental health benefits open space and landscapes can provide.	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated	Increased access coupled with population growth may present capacity issues	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Capacity issues if new facilities are not developed at same rate as residential development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Changes in travel patterns as people being to take advantage of public transport as their main form of transport	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support the use of sustainable and active modes of transport?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	P	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Air quality will be improved across the uplands and this will have an indirect effect upon Greater Manchester	Increased trips to and from development may worsen air quality over time if sustainable modes are not implemented	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	+	++	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Policy has significant crossover with this objective as it aims to conserve and enhance the distinctive upland landscape	Impact on the biodiversity assets may occur in combination with surrounding development	Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	+	++	D	P	Local / GM / Wider				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Policy has been amended to specifically reference increased access to the uplands. However, scoring has not changed from 2019 due to already being positive	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	+	++	I	P	Local / GM	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	The protection and enhancement of the uplands as set out in this policy will have a positive albeit indirect effect on the resilience of development; in addition to the preservation of this greenspace, development itself will also need to be made resilient to climate change	Increased heat island and flood risk in conjunction with other development	Mention benefits which upland GI present in combating heat island given off by GM	Partially	No amendments have been made to the policy text to address mitigation comments in relation to combating the heat island effect. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green infrastructure	o	+	++	Policy GM-G5 is focused on uplands but has no specific reference to green infrastructure and combating heat island. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified

13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	I	n/a	Local / GM	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Policy specifically references increasing the role of the uplands in flood risk management	Surrounding development may affect flood risk and increase the overall likelihood of flooding	Cross-reference guidance on flood risk and GI	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing guidance on flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure	o	o	o	Policy GM-G5 is focused on uplands but has no specific reference to flood risk or green infrastructure guidance. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure guidance remains neutral.	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	+	++	D	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing guidance on flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure	o	+	++	Policy GM-G5 is focused on uplands but has no specific reference to flood risk or green infrastructure guidance. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure guidance remains neutral.	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	+	++	I	n/a	GM / W	Receptors: water courses, ground water, water supplies Affected groups: Various	Uplands innately improve water quality and policy directly references GI functions of water storage and quality improvements	The quality and availability of water resources may be affected overall in conjunction with nearby development	Add reference to Water Framework Directive as strategic aim	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing water resource management. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	o	+	++	Policy GM-G5 is focused on uplands but has no specific reference to the water framework directive is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains neutral.	None Identified
		Promote management practices that will protect water features from pollution?	o	+	++	D	P	Local / GM							o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	+	++	D	P	GM / W							o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Increase in energy use and as a result, GHG emissions increase as development occurs	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	I	n/a	GM / W				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	+	++	D	P	Local / GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Policy seeks to protect the sense of remoteness; there is significant overlap between the policy and this objective	Landscape and heritage receptors may be eroded incrementally as development takes place	Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Policy has been amended to specifically reference the uplands distinctive character. However, scoring has not changed from 2019 due to already being positive	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	I	n/a	Local / GM	Receptors: greenfield and brownfield land Affected groups: Non identified	Policy will controls development in the uplands and will therefore indirectly support the development of land in more sustainable locations	Loss of greenfield land as it is developed incrementally	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation with nearby schemes as development is taken forward	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM G6 Urban Green Space

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, Local / GM population where sites come forward Affected groups: Those already living in deprived areas	Policy concerns GI standards and focuses on accessibility, which will benefit those in the local area and especially those in new developments	Could have cumulative socio-economic and environmental effects in development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	+	+	+	I	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects in development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects in development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	Link to other initiatives or investments (e.g. apprenticeships, health and wellbeing initiatives, education and/or skills programmes)	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated	Link to initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	+	+	D	P	Local / GM	Receptors: built environment, air quality Affected groups: various	Policy aims to maximise the proportion of people who have accessible natural greenspace near to their home, therefore supporting the health and wellbeing of residents. Policy must also enhance existing GI in local communities	Improved health and reduced health inequalities may occur through planning policy and national initiatives	Emphasise health benefits of active transport and importance of accessibility to greenspace	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the accessibility and benefits of green space and active travel modes. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green infrastructure, S1 for creating sustainable places and N5 for active travel	+	+	+	Policy GM-G6 is focused on urban green space but has no specific reference to the benefits of green infrastructure and sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
		Reduce health inequalities within GM and with the rest of England?	+	+	+	D	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the accessibility of green space and active travel modes. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green infrastructure, S1 for creating sustainable places and N5 for active travel	+	+	+	Policy GM-G6 is focused on urban green space but has no specific reference to the benefits of green infrastructure and sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
		Promote access to green space?	+	+	++	D	P	Local / GM				Covered by policy			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated	Increase access coupled with population growth could present capacity issues	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Capacity issues if educational/skills facilities are not developed at same rate as residential developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Changes in travel patterns as residents increasingly take advantage of public transport	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support the use of sustainable and active modes of transport?	o	o	o	I	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	P	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor))	Policy sets standards for incorporating greenspace into/near to new development; increased provision of GI will therefore have a positive effect on air quality	Increased trips from additional developments could worsen air quality if sustainable modes of travel are not utilised	Emphasise health benefits of incorporating GI into new and existing development	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the accessibility of green space and active travel modes. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green infrastructure and S1 for creating sustainable places	+	+	+	Policy GM-G6 is focused on urban green space but has no specific reference to the benefits of green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	+	++	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Policy aims to maximise the proportion of people who have accessible natural greenspace near to their home, and therefore ensures access to and enhances green infrastructure	Biodiversity and geodiversity may be impacted upon in combination with development	Mention wildlife in conjunction with allowing 'naturalness' to predominate greenspace	Partially	No amendments have been made to the policy text to address mitigation comments in relation to wildlife to be included with exisiting policy text. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green infrastructure and G9 for biodiversity and geodiversity.	+	+	++	Policy GM-G6 is focused on urban green space but has no specific reference to wildlife. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+	+	++	D	P	Local / GM				Covered by policy			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	+	+	++	D	P	Local / GM				Covered by policy			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	+	+	I	P	Local / GM	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Policy dictates that greenspace must be within certain distances of homes, indirectly strengthening the resilience of communities; more direct measures will also need to be undertaken to increase resilience to climate change	Infrastructure in new developments may use creation of greenspace as a way to not focus on resilience elsewhere	Mention benefits of GI in strengthening resilience in new development	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the benefits of GI to improve a development's resilience. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green infrastructure and S1 and S4 for sustainable development and resilience considerations	+	+	+	Policy GM-G6 is focused on urban green space but has no specific reference to green infrastructure and the benefits of resilience for development. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Accessible greenspace near and incorporated into development will reduce risk of flooding but development will also need to utilise permeable materials in its infrastructure	Additional development could increase risk of flooding	Policy could cross-reference best practice on using GI to decrease flood risk	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing guidance on flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure	o	o	o	Policy GM-G6 is focused on urban green space but has no specific reference to flood risk or green infrastructure guidance. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure guidance remains neutral.	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	+	+	++	I	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing guidance on flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure	+	+	++	Policy GM-G6 is focused on urban green space but has no specific reference to flood risk or green infrastructure guidance. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure guidance remains neutral.	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	+	+	+	I	P	Local / GM				Policy should highlight potential for GI to mitigate increased run-off rates from development	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green infrastructure's potential to mitigate run off. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure	+	+	+	Policy GM-G6 is focused on urban green space but has no specific reference to green infrastructure's potential to mitigate run off. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure guidance remains positive.	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	+	+	I	P	Local / GM				Policy should highlight potential for GI to mitigate future levels of flood risk	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green infrastructure's potential to mitigate future flood risk. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure	+	+	+	Policy GM-G6 is focused on urban green space but has no specific reference to green infrastructure's potential to mitigate future flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure guidance remains positive.	None Identified
		Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies	Neutral/no effect against this objective and assessment criteria anticipated	The quality and availability of water resources may be	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

14	Protect and improve the quality and availability of water resources	Promote management practices that will protect water features from pollution?	o	o	o	I	P	Local / GM	Affected groups: Various		affected by development	Mention blue infrastructure in conjunction with GI	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing blue and green infrastructure. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green and blue infrastructure	o	o	o	Policy GM-G6 is focused on urban green space but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on blue and green infrastructure remains neutral.	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing blue and green infrastructure. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green and blue infrastructure	o	o	o	Policy GM-G6 is focused on urban green space but no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on blue and green infrastructure remains neutral.	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: Climate Affected groups: All	Maximising the proportion of accessible natural greenspace will mitigate greenhouse gas emissions in the affected area	Construction and occupation of developments will see an increase in greenhouse gas emissions if renewable energy sources are not utilised	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	++	I	P	Local / GM				Specify that greenspace will positively impact greenhouse gas emissions from nearby development	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green house gas emissions. However, this topic is covered by corresponding thematic policies GM S1 and S2 which cover sustainable development and carbon and energy.	+	+	++	Policy GM-G6 is focused on urban green space but no specific reference to green house gas emissions is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on green house gas emissions remains positive.	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	+	+	D	P	Local / GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Standard set out to incorporate and maximise greenspace will innately improve landscape quality and character of open spaces	Landscape and heritage assets may be negatively impacted as development is brought forward	Mention that greenspace should be quality in addition to accessible	Partially	No amendments have been made to the policy text to address mitigation comments in relation to providing quality and accessible green spaces. However, this topic is covered in corresponding thematic policy GM E1 which covers creating sustainable places	+	+	+	Policy GM-G6 is focused on urban green space but no specific reference to providing quality and accessible green spaces is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on green house gas emissions remains positive.	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	I	n/a	Local				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	I	n/a	Local				Mention that greenspace should take its local surroundings into consideration	Partially	No amendments have been made to the policy text to address mitigation comments in relation to ensuring greenspace takes accounts of its local surroundings. However, this topic is covered in corresponding thematic policy GM E1 which covers creating sustainable places	o	o	o	Policy GM-G6 is focused on urban green space but no specific reference to ensuring greenspace takes accounts of its local surroundings is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on green house gas emissions remains neutral.	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	I	n/a	Local / GM	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Potential loss of accessible greenspace as new development is constructed	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				Specify whether natural greenspace standard can be achieved through remediation of land	Partially	No amendments have been made to the policy text to address mitigation comments in relation to utilising remediated land. However, this topic is covered in corresponding thematic policies GM S1 and E1 which cover sustainable development and creating sustainable places	o	o	o	Policy GM-G6 is focused on urban green space but no specific reference to utilising remediated land. As such, the scoring has not been changed and the potential impacts of the policy on utilising previously developed land remains neutral.	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	I	n/a	Local	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation will increase with the addition of development to an area	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM G7 - Trees and Woodland

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, Local / GM population where sites come forward Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	Policy covers on-site provision of trees for development and also encourages positive management of woodland to contribute to GI functions.	Could have cumulative socio-economic and environmental effects in conjunction with surrounding development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	+	+	D	P	Local / GM				Covered by policy			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	+	+	I	P	Local / GM				Mentions GI functions; could expand upon this in relation to on-site provision of trees. Potential use in cooling could be made explicit.	Y	Policy text has changed to reference the benefits of urban cooling from green infrastructure	+	++	++	Policy GM- G7 is focused on trees and woodland. Policy text has been amended to include a reference to urban cooling following the IA mitigation.	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	I	n/a	Local / GM	Receptors: GM population and GM economy Affected groups: widespread effects.	Neutral/no effect against this objective and assessment criteria anticipated.	Could have cumulative socio-economic and environmental effects in conjunction with surrounding development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated.	Could have cumulative socio-economic and environmental effects in conjunction with surrounding development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	o	o	o	I	n/a	Local / GM				None identified			+	+	+	The policy has been updated to mention sustainable travel. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated.	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programs)	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	I	n/a	Local / GM	Receptors: none identified Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated.	Link to other initiatives or investments which integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	+	+	D	P	Local / GM	Receptors: built environment, air quality Affected groups: various	Policy will improve access to woodland and target tree planting in areas of greatest need, which should reduce health inequalities and improve health and wellbeing. Improvements to air quality and recreation opportunities. The policy also seeks to provide orchards to increase fruit consumption.	Improved health and reduced health inequalities may occur through planning policy and national initiatives	Mention GI enhancements will encourage active transport and therefore benefit health	Y	Policy text has changed to encourage active travel	+	++	++	Policy GM- G7 is focused on trees and woodland. Policy text has been amended to include a reference to active travel following the IA mitigation. The mitigation was suggested to strengthen the policy and it is not anticipated that there would be any further detrimental impact as a result of the policy text change therefore no further mitigation is suggested.	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	+	+	D	P	Local / GM				As above	Y	Policy text has changed to encourage active travel	+	++	++	Policy GM- G7 is focused on trees and woodland. Policy text has been amended to include a reference to active travel following the IA mitigation.	None Identified
		Promote access to green space?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated.	Increased access coupled with population growth may present capacity issues	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated.	Capacity issues if new facilities are not developed at same rate as residential development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	I	n/a	Local / GM	Receptors: GM population, transport network Affected groups: Various	Establishment of City Forest Parks and increasing the provision of street trees will make areas more attractive, thus encouraging residents to utilise active modes of transport.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport.	None identified			+	+	+	The policy has been updated to mention sustainable travel. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	I	n/a	Local / GM				None identified			+	+	+	The policy has been updated to mention sustainable travel. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
		Support the use of sustainable and active modes of transport?	+	+	+	D	P	Local / GM				Mention that street tree provision and targeted tree planting should benefit pedestrians and encourage active travel	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes and street trees. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which cover GM's integrated network, public transport and active travel with N4 and E1 covering the design of streets and sustainable places	+	+	+	Policy GM-G7 is focused on trees and woodlands but no specific reference to sustainable travel modes and street trees is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on habitat diversity remains positive.	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	+	+	D	P	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Policy supports conserving, protecting, and expanding woodlands to effectively contribute to carbon storage and sequestration; this will directly improve air quality.	Increased trips to and from development may worsen air quality over time if sustainable modes are not utilised.	Covered by policy			o	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	+	++	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Policy has substantial crossover with this objective on topics such as protecting and expanding woodland habitats, contributing to GI functions, and improving public access to woodland and trees; therefore it conserves and enhances GI assets.	Impact on biodiversity assets may occur in combination with nearby development.	Covered by policy however habitat diversity is not specifically mentioned in relation to ecology.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing ecology with habitat diversity. However, this topic is covered in corresponding thematic policy GM G9 which covers biodiversity and geodiversity	o	+	++	Policy GM-G7 is focused on trees and woodlands but no specific reference to habitat diversity in relation to ecology is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on habitat diversity remains positive.	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	I	n/a	Local / GM				Covered by policy			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	+	++	D	P	Local				Add reference to recreation/amenity/tranquillity	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the amenity, tranquillity and recreational benefits of green infrastructure. However, this is covered by corresponding thematic policies Strat 13, G2, G6 and G8 which covers green infrastructure	o	+	++	Policy GM- G7 is focused on trees and woodland but has no specific reference to amenity, tranquillity and recreational benefits of green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for water quality remains positive.	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	+	++	D	P	Local / GM	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Policy highlights issues which positive management of trees and woodland can combat, such as flood risk and carbon storage/sequestration. Policy highlights links between tree planting and flood risk, which GMSF has a policy on	Increased heat island and flood risk in conjunction with additional development.	Covered by policy			+	++	++	The policy has been updated to mention the trees and woodland's role in urban cooling. As the policy text has been updated this has had an increasingly positive impact against this criteria.	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	I	n/a	Local / GM	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Policy supports protecting, enhancing, conserving, etc. woodlands which will innately reduce risk of flooding in that area. It also explicitly encourages positive management of woodland and trees to more effectively contribute to GI functions such as flood risk management. The GMSF has a policy focused on this topic.	Nearby development may affect flood risk and increase the likelihood of flooding.	Mention controlling development in sensitive areas such as flood plains	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing flood plains. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	o	o	o	Policy GM- G7 is focused on trees and woodland but has no specific reference to flood plains. As such, the scoring has not been changed and the potential impacts of the policy on flood plains remains neutral.	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	+	++	D	P	Local / GM				Clarify GI measures in relation to managing flood risk	Partially	No amendments have been made to the policy text to address mitigation comments in relation to managing flood risk. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	o	+	++	Policy GM- G7 is focused on trees and woodland but has no specific reference to flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk remains positive.	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	+	++	D	P	Local / GM				Mention controlling development to ensure run-off rates are not overall increased	Partially	No amendments have been made to the policy text to address mitigation comments in relation to managing flood risk and water run off. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	o	+	++	Policy GM- G7 is focused on trees and woodland but has no specific reference to flood risk and water run off. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and water run off remains positive.	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	+	++	D	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to managing flood risk and water run off. However, this topic is covered in corresponding thematic policy GM S5 which covers flood risk and the water environment.	o	+	++	Policy GM- G7 is focused on trees and woodland but has no specific reference to flood risk and water run off. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and water run off remains positive.	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	+	++	D	P	GM / Wider	Receptors: water courses, ground water, water supplies Affected groups: Various	Policy encourages positive management of the woodland to bring it to a more productive state, including contributing towards GI functions. This will have a positive effect on water quality and availability.	The quality and availability of water resources may be affected cumulatively in conjunction with nearby development.	Mention Water Framework Direction in policy	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the water framework directive. However, this topic is covered in corresponding thematic policy GM S5 which covers the water environment.	o	+	++	Policy GM- G7 is focused on trees and woodland but no specific reference to the water framework directive is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains positive.	None Identified
		Promote management practices that will protect water features from pollution?	o	+	++	D	P	Local / GM				Include water quality as a GI function	Partially	No amendments have been made to the policy text to address mitigation comments in relation to water quality as a GI function. However, this is covered by corresponding thematic policies Strat 13, G2 and G6 which covers green infrastructure provision	o	+	++	Policy GM- G7 is focused on trees and woodland but has no specific reference to water quality as a GI function. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for water quality remains positive.	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	+	+	I	P	Local	Receptors: None identified Affected groups: Various	Provision of street trees, community orchards, etc. will assist in cooling urban areas and therefore encourage energy efficiency. There is a GMSF policy on this topic.	There is an increase in energy use and greenhouse gas emissions as development comes forward.	Elaborate upon GI benefits to include cooling and decreased energy consumption	Y	Policy text has changed to reference the benefits of urban cooling from green infrastructure	+	++	++	Policy GM- G7 is focused on trees and woodland. Policy text has been amended to include a reference to urban cooling following the IA mitigation.	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	I	n/a	GM / Wider				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
	Conserve and/or	Improve landscape quality and the character of open spaces and the public realm?	o	+	++	D	P	Local / GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non	Policy contains crossover with this objective and calls for conservation of trees that are of cultural, heritage, and/or aesthetic value.	Landscape and heritage receptors may be eroded incrementally as development comes forward.	Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	+	++	D	P	Local / GM				Covered by policy			o	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

16	enhance landscape, townscape, heritage assets and their setting and the character of GM	Respect, maintain and strengthen local character and distinctiveness?	o	+	++	D	P	Local / GM	identified			Mention importance of ancient and veterans trees to strengthen local character	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the role of biodiversity and geodiversity within local character. However, this topic is covered in corresponding thematic policy GM H2 which covers heritage	o	+	++	Policy GM- G7 is focused on trees and woodland but no specific reference to the role of trees in relation to a place's character is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on local character is positive.	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated.	Loss of greenfield land as it is developed incrementally.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				Mention land remediation in conjunction with managing woodlands	Y	Policy text has changed to reference the potential for tree planting on land in need of remediation	o	+	+	Policy GM- G7 is focused on trees and woodland. Policy text has been amended to support opportunities for tree planting on land which requires land remediation works following the IA mitigation.	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated.	Waste generation with nearby schemes as development comes forward.	Reference opportunity for woodland conservation to spread awareness for sustainable use of timber	Y	Policy text has changed to reference the opportunity for woodland conservation to raise awareness of the sustainable use of timber.	+	+	+	Policy GM- G7 is focused on trees and woodland. Policy text has been amended to support opportunities for woodland conservation to spread awareness of the sustainable use of timber following the IA mitigation.	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM G8 Standards for a Greener Greater Manchester

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, Local / GM population where sites come forward Affected groups: Those already living in deprived areas	Policy concerns GI standards and focuses on accessibility, which will benefit those in the local area and especially those in new developments	Could have cumulative socio-economic and environmental effects in development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	+	+	+	I	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects in development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects in development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	Link to other initiatives or investments (e.g. apprenticeships, health and wellbeing initiatives, education and/or skills programmes)	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated	Link to initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	+	+	D	P	Local / GM	Receptors: built environment, air quality Affected groups: various	Policy aims to maximise the proportion of people who have accessible natural greenspace near to their home, therefore supporting the health and wellbeing of residents. Policy must also enhance existing GI in local communities	Improved health and reduced health inequalities may occur through planning policy and national initiatives	Emphasise health benefits of active transport and importance of accessibility to greenspace	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the accessibility and benefits of green space and active travel modes. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green infrastructure, S1 for creating sustainable places and N5 for active travel	+	+	+	Policy GM-G8 is focused on green standards for GM but has no specific reference to the benefits of green spaces and sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
		Reduce health inequalities within GM and with the rest of England?	+	+	+	D	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the accessibility of green space and active travel modes. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green infrastructure, S1 for creating sustainable places and N5 for active travel	+	+	+	Policy GM-G8 is focused on green standards for GM but has no specific reference to the benefits of green spaces and sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
		Promote access to green space?	+	+	++	D	P	Local / GM				Covered by policy			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated	Increase access coupled with population growth could present capacity issues	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Capacity issues if educational/skills facilities are not developed at same rate as residential developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Changes in travel patterns as residents increasingly take advantage of public transport	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support the use of sustainable and active modes of transport?	o	o	o	I	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	P	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor))	Policy sets standards for incorporating greenspace into/near to new development; increased provision of GI will therefore have a positive effect on air quality	Increased trips from additional developments could worsen air quality if sustainable modes of travel are not utilised	Emphasise health benefits of incorporating GI into new and existing development	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the accessibility of green space and active travel modes. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green infrastructure and S1 for creating sustainable places	+	+	+	Policy GM-G8 is focused on green standards for GM but has no specific reference to the benefits of green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	+	++	D	P	Local / GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Policy aims to maximise the proportion of people who have accessible natural greenspace near to their home, and therefore ensures access to and enhances green infrastructure	Biodiversity and geodiversity may be impacted upon in combination with development	Mention wildlife in conjunction with allowing 'naturalness' to predominate greenspace	Partially	No amendments have been made to the policy text to address mitigation comments in relation to wildlife to be included with existing policy text. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green infrastructure and G9 for biodiversity and geodiversity.	+	+	++	Policy GM-G8 is focused on green standards for GM but has no specific reference to wildlife. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+	+	++	D	P	Local / GM				Covered by policy			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+	+	++	D	P	Local / GM				Covered by policy			+	+	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	+	+	I	P	Local / GM	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Policy dictates that greenspace must be within certain distances of homes, indirectly strengthening the resilience of communities; more direct measures will also need to be undertaken to increase resilience to climate change	Infrastructure in new developments may use creation of greenspace as a way to not focus on resilience elsewhere	Mention benefits of GI in strengthening resilience in new development	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the benefits of GI to improve a development's resilience. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green infrastructure and S1 and S4 for sustainable development and resilience considerations	+	+	+	Policy GM-G8 is focused on green standards for GM but has no specific reference to green infrastructure and the benefits of resilience for development. As such, the scoring has not been changed and the potential impacts of the policy remains positive.	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Accessible greenspace near and incorporated into development will reduce risk of flooding but development will also need to utilise permeable materials in its infrastructure	Additional development could increase risk of flooding	Policy could cross-reference best practice on using GI to decrease flood risk	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing guidance on flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure	o	o	o	Policy GM-G8 is focused on green standards for GM but has no specific reference to flood risk or green infrastructure guidance. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure guidance remains neutral.	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	+	+	++	I	P	Local / GM				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing guidance on flood risk and green infrastructure. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure	+	+	++	Policy GM-G8 is focused on green standards for GM but has no specific reference to flood risk or green infrastructure guidance. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure guidance remains neutral.	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	+	+	+	I	P	Local / GM				Policy should highlight potential for GI to mitigate increased run-off rates from development	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green infrastructure's potential to mitigate run off. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure	+	+	+	Policy GM-G8 is focused on green standards for GM but has no specific reference to green infrastructure's potential to mitigate run off. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure guidance remains positive.	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	+	+	I	P	Local / GM				Policy should highlight potential for GI to mitigate future levels of flood risk	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green infrastructure's potential to mitigate future flood risk. However, this topic is covered in corresponding thematic policies GM S5 which covers flood risk and the water environment and GM G2 and GM-Strat 13 for green infrastructure	+	+	+	Policy GM-G8 is focused on green standards for GM but has no specific reference to green infrastructure's potential to mitigate future flood risk. As such, the scoring has not been changed and the potential impacts of the policy on flood risk and green infrastructure guidance remains positive.	None Identified
		Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies	Neutral/no effect against this objective and assessment criteria anticipated	The quality and availability of water resources may be	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

14	Protect and improve the quality and availability of water resources	Promote management practices that will protect water features from pollution?	o	o	o	I	P	Local / GM	Affected groups: Various		affected by development	Mention blue infrastructure in conjunction with GI	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing blue and green infrastructure. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green and blue infrastructure	o	o	o	Policy GM-G8 is focused on green standards for GM but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on blue and green infrastructure remains neutral.	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing blue and green infrastructure. However, this topic is covered in corresponding thematic policies GM G2 and GM-Strat 13 for green and blue infrastructure	o	o	o	Policy GM-G8 is focused on green standards for GM but has no specific reference to green and blue infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on blue and green infrastructure remains neutral.	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: Climate Affected groups: All	Maximising the proportion of accessible natural greenspace will mitigate greenhouse gas emissions in the affected area	Construction and occupation of developments will see an increase in greenhouse gas emissions if renewable energy sources are not utilised	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	++	I	P	Local / GM				Specify that greenspace will positively impact greenhouse gas emissions from nearby development	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing green house gas emissions. However, this topic is covered by corresponding thematic policies GM S1 and 2 which cover sustainable development and carbon and energy.	+	+	++	Policy GM-G8 is focused on green standards for GM but no specific reference to green house gas emissions is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on green house gas emissions remains positive.	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	+	+	D	P	Local / GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Standard set out to incorporate and maximise greenspace will innately improve landscape quality and character of open spaces	Landscape and heritage assets may be negatively impacted as development is brought forward	Mention that greenspace should be quality in addition to accessible	Partially	No amendments have been made to the policy text to address mitigation comments in relation to providing quality and accessible green spaces. However, this topic is covered in corresponding thematic policy GM E1 which covers creating sustainable places	+	+	+	Policy GM-G8 is focused on green standards for GM but no specific reference to providing quality and accessible green spaces is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on green house gas emissions remains positive.	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	I	n/a	Local				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	I	n/a	Local				Mention that greenspace should take its local surroundings into consideration	Partially	No amendments have been made to the policy text to address mitigation comments in relation to ensuring greenspace takes accounts of its local surroundings. However, this topic is covered in corresponding thematic policy GM E1 which covers creating sustainable places	o	o	o	Policy GM-G8 is focused on green standards for GM but no specific reference to ensuring greenspace takes accounts of its local surroundings is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on green house gas emissions remains neutral.	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	I	n/a	Local / GM	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Potential loss of accessible greenspace as new development is constructed	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				Specify whether natural greenspace standard can be achieved through remediation of land	Partially	No amendments have been made to the policy text to address mitigation comments in relation to utilising remediated land. However, this topic is covered in corresponding thematic policies GM S1 and E1 which cover sustainable development and creating sustainable places	o	o	o	Policy GM-G8 is focused on green standards for GM but no specific reference to utilising remediated land. As such, the scoring has not been changed and the potential impacts of the policy on utilising previously developed land remains neutral.	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	I	n/a	Local	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation will increase with the addition of development to an area	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM G9 - Biodiversity and Geodiversity

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, Local / GM population where sites come forward Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	Policy requires development to deliver a clear net gain in biodiversity and to avoid fragmenting habitats; it should therefore have a positive effect on the connectivity of housing and greenspace.	Could have cumulative socio-economic and environmental effects in conjunction with surrounding development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	Neutral/no effect against this objective and assessment criteria anticipated.	Could have cumulative socio-economic and environmental effects in conjunction with surrounding development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/no effect against this objective and assessment criteria anticipated.	Could have cumulative socio-economic and environmental effects in conjunction with surrounding development schemes	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated.	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programs)	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	I	n/a	Local / GM	Receptors: none identified Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated.	Link to other initiatives or investments which integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	I	n/a	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	+	+	D	P	Local / GM	Receptors: built environment, air quality Affected groups: various	Policy will improve access to nature and should therefore have a positive effect on healthier lifestyles.	Improved health and reduced health inequalities may occur through planning policy and national initiatives	Specify that increasing access to nature will support healthier lifestyles	Partially	No amendments have been made to the policy text to address mitigation comments in relation to healthier lifestyles. However, this is covered by corresponding thematic policies GM E1 which covers creating sustainable places, E6 which covers health and N5 which covers active travel modes	+	+	+	Policy GM- G9 is focused on biodiversity and geodiversity but has no specific reference to healthier lifestyles. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for tackling inequalities remains positive.	None Identified
		Reduce health inequalities within GM and with the rest of England?	?	?	?	I	P	Local / GM				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	++	++	++	D	P	Local / GM				Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Policy calls for facilitation of greater access to nature, particularly within urban areas; this will have an uncertain effect on the provision of community social infrastructure.	Increased access coupled with population growth may present capacity issues	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	?	?	?	I	P	Local / GM				Elaborate upon recreation opportunities which could be implemented in conjunction with greater access to nature	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing recreation opportunities. However, this topic is covered by corresponding thematic policies GM E7 which covers sport and recreation	?	?	?	Policy GM- G9 is focused on biodiversity and geodiversity but has no specific reference to recreation opportunities. As such, the scoring has not been changed and the potential impacts of the policy on clean air benefits remains unknown.	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated.	Capacity issues if new facilities are not developed at same rate as residential development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	Facilitating greater access to nature will have an uncertain effect on active modes of transport in the local area and throughout Greater Manchester, dependent upon location of the greenspace.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support the use of sustainable and active modes of transport?	?	?	?	I	P	Local / GM				Elaborate upon greater access to nature; it should also encourage active modes of transport	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes and transport infrastructure. However, this topic is covered by corresponding thematic policies GM N1, N3 and N5 which cover GM's integrated network, public transport and active travel	?	?	?	Policy GM- G9 is focused on biodiversity and geodiversity but has no specific reference to sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy on sustainable travel modes remains the same.	None Identified

10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	P	Local / GM / Wider	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Policy supports increasing the quality, quantity, extent and diversity of habitats; these improvements will directly improve air quality.	Increased trips to and from development may worsen air quality over time if sustainable modes are not utilised.	Covered by policy; mention air quality as a benefit of biodiversity enhancement	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the specific benefit of air quality from biodiversity. However, this topic is covered in corresponding thematic policy GM G6 which covers clean air	+	+	+	Policy GM- G9 is focused on biodiversity and geodiversity but has no specific reference to the benefit of clean air from biodiversity. As such, the scoring has not been changed and the potential impacts of the policy on clean air benefits remains positive.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	+	+	D	P	Local / GM / Wider	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Policy supports a significant net enhancement of biodiversity and geodiversity resources and should therefore have a positive effect on wildlife and geological features. It will have an uncertain effect on multifunctional green infrastructure and recreation opportunities. Policy supports safeguarding long-term potential of agricultural land and avoiding developing on such land when appropriate alternatives are available. It therefore avoids damage and destruction of sites and has an uncertain effect concerning its contribution towards multifunctional green infrastructure.	Impact on biodiversity assets may occur in combination with nearby development.	Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	++	++	++	D	P	Local / GM / Wider				Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?	?	?	I	n/a	Local / GM				Mention benefit of creating multifunctional greenspaces	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the benefits of green infrastructure. However, this topic is covered in corresponding thematic policy GM Strat 13, G2, G6 and G8 which cover green infrastructure	?	?	?	Policy GM- G9 is focused on biodiversity and geodiversity but has no specific reference to the benefits of green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green infrastructure benefits remains unknown.	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?	?	?	I	n/a	Local				Add reference to recreation/amenity/tranquillity	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the benefits of green infrastructure. However, this topic is covered in corresponding thematic policy GM Strat 13, G2, G6 and G8 which cover green infrastructure	?	?	?	Policy GM- G9 is focused on biodiversity and geodiversity but has no specific reference to the benefits of green infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on green infrastructure benefits remains unknown.	None Identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	I	P	Local / GM	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated.	Increased heat island and flood risk in conjunction with additional development.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated.	Nearby development may affect flood risk and increase the likelihood of flooding.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	+	+	+	D	P	GM / Wider	Receptors: water courses, ground water, water supplies Affected groups: Various	There is no mention of the WFD within this policy but its objectives align with the policy and should therefore have a positive effect against this assessment criteria. This policy supports sustainable soil management and the restoration of habitats which will protect peat-based soils; this should have an indirectly positive effect on protecting water feature from pollution.	The quality and availability of water resources may be affected cumulatively in conjunction with nearby development.	Mention Water Framework Directive in policy	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the water framework directive. However, this topic is covered in corresponding thematic policy GM S5 which covers the water environment.	+	+	+	Policy GM- G9 is focused on biodiversity and geodiversity but no specific reference to the water framework directive is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on water resource management remains positive.	None Identified
		Promote management practices that will protect water features from pollution?	+	+	+	I	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated.	There is an increase in energy use and greenhouse gas emissions as development comes forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	I	n/a	GM / Wider				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	?	?	?	D	P	Local / GM / Wider	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Policy supports enhancement of biodiversity and geodiversity, and will have an uncertain effect against the landscape, townscape, and heritage criteria.	Landscape and heritage receptors may be eroded incrementally as development comes forward.	Policy could make reference to landscape, open spaces and public realm	Partially	No amendments have been made to the policy text to address mitigation comments in relation to access to green space. However, this is covered by corresponding thematic policies GM E1 which covers creating sustainable places and Strat 13, G2 and G6 which covers green infrastructure provision	?	?	?	Policy GM- G9 is focused on biodiversity and geodiversity but has no specific reference to access to green space. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for green space access remains unknown.	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	?	?	?	D	P	Local				Make reference in policy about the role of biodiversity and geodiversity in maintaining and strengthening local character and distinctiveness	Partially	No amendments have been made to the policy text to address mitigation comments in relation to the role of biodiversity and geodiversity within local character. However, this topic is covered in corresponding thematic policy GM H2 which covers heritage	?	?	?	Policy GM- G9 is focused on biodiversity and geodiversity but no specific reference to the role of biodiversity and geodiversity in relation to a place's character is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on local character is unknown.	None Identified

17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	+	+	I	P	Local / GM	Receptors: greenfield and brownfield land Affected groups: Non identified	Policy references safeguarding the best and most versatile agricultural land and will have a strong, positive affect on this assessment criteria.	Loss of greenfield land as it is developed incrementally.	Mention preference of development on previously developed land rather than land containing soils of high environmental quality	Partially	No amendments have been made to the policy text to address mitigation comments in relation to contribute to or enable brownfield land development and minimise the loss of greenfield sites. However, this topic is covered in corresponding thematic policy GM S1 which covers sustainable development	+	+	+	Policy GM- G9 is focused on biodiversity and geodiversity but no specific reference to contribute to or enable brownfield land development and minimise the loss of greenfield sites is mentioned. As such, the scoring has not been changed and the potential impacts of the policy on brownfield land is positive.	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated.	Waste generation with nearby schemes as development comes forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GMG10 - The Greater Manchester Green Belt

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	+	+	D	P	GM	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The Green Belt policy makes reference to the strong protection from inappropriate development, implying that where appropriate Green Belt may be released for housing development, given the need for housing within GM.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	+	+	D	P	GM	Receptors: GM population and GM economy Affected groups: widespread effects.	The Green Belt policy makes reference to the strong protection from inappropriate development, implying that where appropriate Green Belt may be released for employment development, given the need for new employment uses within GM.	Could have cumulative effects with other local development schemes.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	To enable the release of Green Belt for housing social infrastructure will need to be provided including new educational facilities	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of series unless more are provided	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure sufficient access to educational facilities for all children?	+/?	+/?	+/?	D	P	L/GM				None identified			+/?	+/?	+/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+/?	+/?	+/?	D	P	L/GM				None identified			+/?	+/?	+/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	-/?	-/?	-/?	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	Development in the Green Belt will result in development in areas which are less likely to be near major transport or employment land areas. However, come areas proposed will include a mix of employment opportunities near to housing	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Ensure that permission granted for Green Belt sites promotes sustainable transport in the first instance through the provision of public transport and active travel	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel	-/?	-/?	-/?	Policy GM- G10 is focused on the Manchester Green Belt but has no specific reference to opportunities for sustainable travel. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for sustainable travel remains unknown.	None Identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support the use of sustainable and active modes of transport?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	-/?	-/?	D	P	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Linked to the potential that development of Green Belt may have on distance from transport and employment, this may result in an increase in the amount of trips made by car.	Increased trips by private motor vehicle will worsen the air quality over time	Ensure that permission granted for Green Belt sites promotes sustainable transport in the first instance through the provision of public transport and active travel	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing sustainable travel modes. However, this topic is covered in corresponding thematic policies GM N3 and N5 which cover public transport and active travel	o	-/?	-/?	Policy GM- G10 is focused on the Manchester Green Belt but has no specific reference to opportunities for sustainable travel. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for sustainable travel remains unknown.	None Identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	-/?	-/?	D	P	GM / W	Receptors: None identified Affected groups: Various	Linked to the provision of transport and impacts on air quality, as development in Green Belt may result in increased trips by private car, resulting in carbon emissions	n/a	None identified			o	-/?	-/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	-/?	-/?	D	P	GM / W				None identified			o	-/?	-/?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	?	?	?	D	P	L	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	An uncertain impact is anticipated with some uncertainly around potential impact on some areas through the release of Green Belt, but this will be dependent upon the site and scheme proposed	Landscape quality is reduced and character is lost from various assets until it is diminished	Detailed appraisal of openness and green belt boundaries required	Partially	No amendments have been made to the policy text to address mitigation comments in relation to Green Belt boundaries, though a Green Belt assessment has been undertaken and forms part of the GMSF evidence base	?	?	?	Policy GM-G10 is focused on the Manchester Green Belt. As such, the scoring has not been changed and the potential impacts of Green Belt boundaries is considered as part of the Green Belt Assessment.	None Identified
		Conserve and enhance the historic environment, heritage assets and their setting?	?	?	?	D	P	L				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Respect, maintain and strengthen local character and distinctiveness?	?	?	?	D	P	L				None identified			?	?	?	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	?/-	?/-	D	P	Local / GM	Receptors: greenfield and brownfield land Affected groups: Non identified	The policy by its nature, encourages development to be located on previously developed land as it restricts the development of large amounts of Green Belt land, offering Green Belt strong protection from inappropriate development. However, the policy does make allowances for the development on Green Belt land which may reduce construction of previously developed land.	Loss of greenfield land	None identified			o	?/-	?/-	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	?/-	?/-	?/-	D	P	Local				None identified			?/-	?/-	?/-	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	?/-	?/-	D	P	Local / GM				None identified			o	?/-	?/-	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	?/-	?/-	D	P	Local / GM				None identified			o	?/-	?/-	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None Identified

GM-G11- Safeguarded Land

Ref	Objective	Assessment criteria….will the GMSF	Assessment: ST (0-4 years)	Assessment: MT (5-9 years)	Assessment: LT (10+ years)	Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy by its nature, encourages development to be located on previously developed land as it restricts the development of Safeguarded Land. As such, these area are likely to be better connected.	Could have cumulative socio-economic and environmental effects with other local development schemes	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	+	+	D	P	L/GM				None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy by its nature, encourages development to be located on previously developed land as it restricts the development of Safeguarded Land. As such, these areas are likely to be better connected.	Could have cumulative effects with other local development schemes.	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	+	+	D	P	L/GM				None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+/?	+/?	+/?	D	P	L/GM	Receptors: GM population Affected groups: all groups will be affected by this	The policy by its nature, encourages development to be located on previously developed land as it restricts the development of Safeguarded Land. As such, these area are likely to be better connected and have better existing infrastructure. In addition, the policy states that Safeguarded Land will only be released for development where it includes the provision of necessary infrastructure.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of series unless more are provided	None identified
		Ensure sufficient access to educational facilities for all children?	+/?	+/?	+/?	D	P	L/GM				None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+/?	+/?	+/?	D	P	L/GM				None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+/?	+/?	+/?	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy by its nature, encourages development to be located on previously developed land as it restricts the development of Safeguarded Land. As such, these area are likely to be better connected and have better existing transport infrastructure.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified
		Support the use of sustainable and active modes of transport?	o	o	o	n/a	n/a	n/a				None identified

10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/?	+/?	+/?	D	P	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy by its nature, encourages development to be located on previously developed land as it restricts the development of Safeguarded Land. As such, these area are likely to be better connected and have better existing transport infrastructure and would limit the need for additional car travel	Increased trips by private motor vehicle will worsen the air quality over time	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	?/+	?/+	D	I	L/GM	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy states that Safeguarded Land will only be released for development where… measures to positively mitigate environmental impacts [are integrated into its delivery].	n/a	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	?/+	?/+	D	I	L/GM				None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	?/+	?/+	D	I	L/GM				None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	?	?	?	D	P	L	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Uncertainly around potential impact on the landscape from release of Safeguarded Land, but this will be dependent upon the site and scheme proposed	Landscape quality is reduced and character is lost from various assets until it is diminished	Appraisal of landscape and visual impacts required to accompany any development proposal
		Conserve and enhance the historic environment, heritage assets and their setting?	?	?	?	D	P	L				None identified
		Respect, maintain and strengthen local character and distinctiveness?	?	?	?	D	P	L				None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	?	?	D	P	Local / GM	Receptors: greenfield and brownfield land Affected groups: Non identified	The policy by its nature, encourages development to be located on previously developed land as it restricts the development of Safeguarded Land. However, the policy does make allowances for the development on Safeguarded which may reduce construction of previously developed land.	Loss of greenfield land	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	?	?	D	P	Local				None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	?	?	D	P	Local / GM				None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	?	?	D	P	Local / GM				None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/ no effect against the objective and assessment criteria anticipated	n/a	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified

A Connected Greater Manchester

GM N1 - Our Integrated Network												2020							
Ref	Objective	Assessment criteria....will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy makes reference to delivering a pattern of development that minimises the need to travel and the distances that have to be travelled. As such, this would encourage the need to locate new houses in sustainable, well- connected locations	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy makes reference to delivering a pattern of development that minimises the need to travel and the distances that have to be travelled, specifically highlighting jobs. As such, this would encourage the need to locate new employment uses in sustainable, well-connected locations	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				Policy should seek to maximise education and skills potential from investment in transport infrastructure. Development linked to major infrastructure investment should seek to up-skill the local workforce to ensure the right mix of skills is available into the future.	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing education and training opportunities following investment in transport infrastructure. However, this topic is covered by corresponding thematic policy GM E5 covering education, skills and knowledge	o	o	o	Policy GM-N1 focuses on the GM integrated network. However, there is no reference to education and training opportunities. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for learning remains neutral.	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	++	++	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy is judged to make a positive impact against this assessment criteria. The policy stakes that transport infrastructure and services will be transformed. In addition the policy refers to the need for high quality digital infrastructure across the region.	Could have cumulative effects with other local development schemes.	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	++	++	++	D	P	GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	++	++	++	D	P	GN				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o/+	o/+	o/+	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	The policy makes reference to securing investment in improved transport infrastructure including that which will support economic growth. This economic growth may have a positive impact on reducing poverty.	Link to other initiatives or investments (e.g. apprenticeships)	Covered in policy			o/+	o/+	o/+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o/+	o/+	o/+	I	P	Local / GM				Covered in policy			o/+	o/+	o/+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	The policy refers to priority of people in personalised motorised vehicles which would enable access to facilities. However, this is places at the bottom of the hierarchy with pedestrians and cyclists at the top.	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o/+	o/+	o/+	D	P	Local/GM				There should be an explicit reference to ensuring equal access to transport infrastructure for all	Y	Policy text has changed in to reference that transport infrastructure is available and accessible by all across GM	o/+	o/+	o/+	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to state that transport infrastructure is available to all across GM.	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o/+	o/+	o/+	D	P	Local/GM				There should be an explicit reference to ensuring equal access to transport infrastructure for all	Y	Policy text has changed in to reference that transport infrastructure is available and accessible by all across GM	o/+	o/+	o/+	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to state that transport infrastructure is available to all across GM.	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				There should be an explicit reference to ensuring equal access to transport infrastructure for all, including people living in different area and not just city and town centre focused	Y	Policy text has changed in to reference that transport infrastructure is available and accessible by all across GM	o	o	o	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to state that transport infrastructure is available to all across GM.	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	+	+	D	P	GM	Receptors: built environment, air quality Affected groups: various	The policy states that active modes of transport such as walking and cycling will be prioritised which encouraged a healthy lifestyle and would reduce health inequality between GM and the rest of England. The policy also refers to reducing the distance travelled to other key services/ opportunities which might include greenspace	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	+	+	+	n/a	n/a	n/a				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o/+	o/+	o/+	D	P	L				The policy should be more descriptive about what it means by 'other key services and opportunities' making reference to greenspace as one of the services.	Y	Policy text has changed in to reference that key services include green space and green infrastructure	o/+	o/+	o/+	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to outline key services include green space and green infrastructure and improving access to these spaces.	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o/+	o/+	o/+	D	P	L	Receptors: GM population Affected groups: all groups will be affected by this	The policy refers to reducing the distance travelled to other key services/ opportunities which might include healthcare, education and recreation space but this is not explicitly referenced.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	The policy should be more descriptive about what it means by 'other key services and opportunities' making reference to healthcare, education and recreation facilities.	Y	Policy text has changed in to reference that key services are listed as healthcare, education, retail, recreation and leisure, green space and green infrastructure	o/+	o/+	o/+	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to outline key services.	None identified
		Ensure sufficient access to educational facilities for all children?	o/+	o/+	o/+	D	P	L				as above	Y	Policy text has changed in to reference that key services are listed as healthcare, education, retail, recreation and leisure, green space and green infrastructure	o/+	o/+	o/+	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to outline key services.	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o/+	o/+	o/+	D	P	L				As above	Y	Policy text has changed in to reference that key services are listed as healthcare, education, retail, recreation and leisure, green space and green infrastructure	o/+	o/+	o/+	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to outline key services.	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Improved skill levels of the workforce	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	++	++	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy has a positive effect against this assessment criteria. The policy encourages active modes of transport and outlines hierarchy for road use which prioritises pedestrians, cyclists and public transport users.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++	++	++	D	P	Local / GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	++	++	++	D	P	Local / GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	p	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy encourages active transport and public transport over car use and therefore encourages a reduction in carbon emissions from car which is likely to have a positive impact on air quality.	Increased trips by private motor vehicle will worsen the air quality over time	None identified	Y	Policy text now includes reference to protecting air quality.	+	+	++	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to include protection of air quality. As such, scoring has been updated to show an increasingly positive impact against this criteria.	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy makes no explicit reference to providing green infrastructure but the policy makes reference to improving access to services and opportunities which may include recreation facilities. In addition, by encouraging active travel there is an opportunity to link this to the provision of green infrastructure.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?/+	?/+	?/+	D	P	Local / GM				The policy could make specific link between improved transport and access to green infrastructure	Y	Policy text has changed in to reference that key services include green space and green infrastructure	?/+	?/+	?/+	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to outline key services include green space and green infrastructure and improving access to these spaces.	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?/+	?/+	?/+	D	P	Local				The policy could make specific link between improved transport and access to green infrastructure	Y	Policy text has changed in to reference that key services include green space and green infrastructure	?/+	?/+	?/+	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to outline key services include green space and green infrastructure and improving access to these spaces.	None identified

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause more of an impact.	None identified	Y	Policy text now includes reference to low carbon, reducing carbon emissions, and protecting air quality.	o	+	++	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to reference low carbon, reduction of emissions and air quality. As such, scoring has been updated to show an increasingly positive impact against this criteria.	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	The quality and availability of water resources may be reduced	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	+	+	I	P	GM / W	Receptors: None identified Affected groups: Various	The policy encourages active transport and public transport over car use and therefore encourages a reduction in carbon emissions from car which is likely to have a positive impact on the reduction of green house gas production and a reduction in energy use	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified	Y	Policy text now includes reference to low carbon, reducing carbon emissions, and protecting air quality.	+	+	++	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to reference low carbon, reduction of emissions and air quality. As such, scoring has been updated to show an increasingly positive impact against this criteria.	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	D	P	GM / W				None identified	Y	Policy text now includes reference to low carbon, reducing carbon emissions, and protecting air quality.	o	+	++	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to reference low carbon, reduction of emissions and air quality. As such, scoring has been updated to show an increasingly positive impact against this criteria.	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	+	I	P	GM / W				None identified	Y	Policy text now includes reference to low carbon, reducing carbon emissions, and protecting air quality.	+	+	++	Policy GM-N1 is focused on GM's Integrated Infrastructure Network. Policy text has been amended to reference low carbon, reduction of emissions and air quality. As such, scoring has been updated to show an increasingly positive impact against this criteria.	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM N2 - Digital Connectivity

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020							
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy has a positive effect on supporting the provision of digital infrastructure, encouraging latest mobile technology and broadband, fibre digital connections and free high speed Wi-Fi	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	++	++	++	D	P	GN				Covered in policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	Link to other initiatives or investments (e.g. apprenticeships)	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	neutral/no effect against this objective and assessment criteria anticipated	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Neutral/no effect against this objective and assessment criteria anticipated	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Improved skill levels of the workforce	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	o	o	n/a	n/a	n/a	Receptors: GM population, transport network Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	o	o	n/a	n/a	n/a	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Neutral/no effect against this objective and assessment criteria anticipated	Increased trips by private motor vehicle will worsen the air quality over time	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause more of an impact.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated	Increased risk of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	The quality and availability of water resources may be reduced	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o/-	o/-	o/-	D	P	GM / W	Receptors: None identified Affected groups: Various	The use of more and better quality digital infrastructure may have a detrimental impact on energy use if the infrastructure is less energy efficient than current products.	GI will help mitigate the increased greenhouse gas emissions are more developments are built	None identified			o/-	o/-	o/-	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o/-	o/-	o/-	D	P	L	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	The provision of improved digital infrastructure might have a negative impact on visual amenity as it might include the erection of phone and internet masts. However, this is identified in the policy and mitigated against	Landscape quality is reduced and character is lost from various assets until it is diminished	Covered in policy			o/-	o/-	o/-	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o/-	o/-	o/-	D	P	L				Covered in policy			o/-	o/-	o/-	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	o/-	o/-	o/-	D	P	L				Covered in policy			o/-	o/-	o/-	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Loss of greenfield land	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation with other schemes. Intra-development effects as a number of CfS locations are taken forward.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM N3 - Our Public Transport													2020						
Ref	Objective	Assessment criteria....will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy refers to improvements to the public transport network which will improve connectivity between and to new and existing housing	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	L/GM/W				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy refers to improvements to the public transport network which will improve connectivity between and to new and existing employment uses	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy states a number of improvements which will be made to the public transport network. This improves transport connectivity and supports demands from future development.	Could have cumulative effects with other local development schemes.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	++	++	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy states a number of improvements which will be made to the public transport network. This improves transport connectivity and supports demands from future development.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++	++	++	D	P	Local / GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	++	++	++	D	P	Local / GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	p	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy encourages the use of public transport over car use and therefore encourages a reduction in carbon emissions from car which is likely to have a positive impact on air quality.	Increased trips by private motor vehicle will worsen the air quality over time	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	The policy encourages the use of public transport over car use and therefore encourages a reduction in carbon emissions from car which is likely to have a positive impact the reduction of greenhouse gas emissions	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o/+	o/+	o/+	D	P	GM / W				None identified			o/+	o/+	o/+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM N4 - Streets for All

													2020							
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any <u>specific sensitive receptors</u> where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, local / GM population where sites come forward Affected groups: Housing with an undersupply of green infrastructure is more likely to affect those already living in deprivation and with disabilities	Policy references increasing levels of greenery on streets in Greater Manchester; it will therefore have an indirectly positive effect upon ensuring housing land is well-connected with green space.	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	I	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects	This policy aims to design and manage streets within Greater Manchester in order to improve quality of place and support active transport. Although this policy does not directly support provision of employment land, it would have an indirectly positive effect on this objective because it would improve the connections and infrastructure between employment sites.	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	I	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	P	Local / GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	This policy supports active travel and public transport and seeks to deliver improved routes as part of the walking and cycling network. It therefore has significant crossover with this objective and would directly improve transport connectivity and support distribution of development.	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified	Y	Policy text now includes reference to utilities and digital infrastructure.	o	+	++	Policy GM-N4 focuses on street design. Text now includes reference to provision of utilities and digital infrastructure. As such, the scoring has been updated and the potential impact of the policy on this criteria has an increasingly positive effect.	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programmes)	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	+	+	D	P	Local	Receptors: none identified Affected groups: various, depending on locality	This policy aims to provide frequent opportunities for people to rest, linger and socialise; it also aims to ensure that the streets are welcoming for all including those with reduced mobility. It would positively affect relations between different people and indirectly ensure equal access to infrastructure and facilities.	Potential link to other initiatives which seek to integrate communities	Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+	+	+	I	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	+	+	+	D	P	Local / GM				Policy covers those with reduced mobility			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	+	+	+	I	P	Local				Mention social benefits of improving quality of place	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the social benefits of improving the quality of spaces. However, this topic is covered by corresponding thematic policy GM E1 covering creating sustainable places	+	+	+	Policy GM-N4 focuses on street design. However, there is no reference to the benefits of improving the quality of places. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for improving places remains positive.	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	+	+	D	P	Local / GM	Receptors: built environment, air quality Affected groups: various	This policy supports improvements in the walking and cycling network and also seeks to incorporate increased levels of greenery. It therefore has significant crossover with this objective by supporting healthier lifestyles and promoting access to green space.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	+	+	+	I	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Policy references provision of places for people to socialise and children to play. It would thus have a direct, positive effect on this objective.	Increased access coupled with population growth may present capacity issues	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Capacity issues if facilities are not developed at same rate as residential developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	++	++	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	As this objective concerns sustainable modes of transport, there is significant crossover with this policy. The policy would strongly support efficient patterns of movement, a safe public transport network, and encouragement of active modes of transport.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++	++	++	D	P	Local / GM				Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	++	++	++	D	P	Local / GM				Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	o	o	n/a	n/a	n/a	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor))	Neutral/no effect against this objective and assessment criteria anticipated	Increased trips by private motor vehicle will worsen the air quality over time if sustainable modes are not utilised	None identified	Y	Policy text now includes reference to reducing carbon emissions.	o	+	++	Policy GM-N4 focuses on street design. Text now includes reference to reducing carbon emissions. As such, the scoring has been updated and the potential impact of the policy on improving air quality has an increasingly positive effect.	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	This policy references incorporating increased levels of greenery thus enabling people to connect with nature. It would therefore have a positive effect against this objective, both contributing towards creation of green infrastructure and providing opportunities for recreation and tranquillity.	Impact on biodiversity assets may occur in conjunction with other developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+	+	+	D	P	Local / GM				Elaborate upon types of greenery to be supported by policy	Y	Policy text has changed to provide further detail on what is meant by street greenery, to include trees	+	+	+	Policy GM-N4 is focused on street design. Policy text has been amended to reference trees within street greenery.	None identified

		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	Increased urban heat island effect and flood risk in combination with other development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated	Other development which may affect flood risk and increase likelihood of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Both quality and availability of water resources may be impacted by other development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: Climate Affected groups: All	This policy references utilisation of Ultra Low Emission Vehicle charging networks and therefore directly supports a reduction in greenhouse gas emissions.	GI will help mitigate the increased greenhouse gas emissions are more developments are built	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	+	D	P	Local / GM				Covered by policy	Y	Policy text now includes reference to reducing carbon emissions.	+	+	++	Policy GM-N4 focuses on street design. Text now includes reference to reducing carbon emissions. As such, the scoring has been updated and the potential impact of the policy on improving air quality has an increasingly positive effect.	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	+	+	D	P	Local / GM	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Policy supports increased greenery and quality of place, and overall improvement of the streets and public realm. It therefore has a positive effect upon this objective and would strengthen the public realm and local character.	Landscape and heritage may be eroded over time as development comes forward	Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	+	+	+	I	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Loss of greenfield land as it is developed incrementally	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation with other schemes; intradevelopment effects as a number of locations are taken forward	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM N5 - Walking and Cycling													2020						
Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment			Summary of 2020 scoring	Residual Impacts
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)										ST (0-4 years)	MT (5-9 years)	LT (10+ years)		
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy makes reference to connecting every neighbourhood and community across GM through the pedestrian and cycling networks, especially for shorter journeys. The would encourage the connection between housing and employment, centres and greenspace.	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy makes reference to connecting every neighbourhood and community across GM through the pedestrian and cycling networks, especially for shorter journeys. These connections will improve infrastructure which allows people to access employment land.	Could have cumulative effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy states a number of interventions which will be done to create improved infrastructure for walking and cycling in Greater Manchester. This improves transport connectivity and supports demands from future development.	Could have cumulative effects with other local development schemes.	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	+	+	+	D	P	GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	This policy aims to connect key destinations through access to walking and cycling routes which will be accessible to public transport nodes. Different areas will be connected and become accessible to a variety of people.	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+	+	+	I	P	Local				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	+	+	+	I	P	Local				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	+	+	+	I	P	Local				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	++	++	D	P	GM	Receptors: built environment, air quality Affected groups: various	The policy encourages active travel throughout GM which would support healthier lifestyles and improved heath throughout the region	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	++	++	++	D	P	GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	++	++	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy states a number of interventions which will be done to create improved infrastructure for walking and cycling in Greater Manchester. This improves transport connectivity and supports demands from future development.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++	++	++	D	P	Local / GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	++	++	++	D	P	Local / GM				None identified			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	I	p	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	The policy encourages active transport over car use and therefore encourages a reduction in carbon emissions from car which is likely to have a positive impact on air quality.	Increased trips by private motor vehicle will worsen the air quality over time	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy states the walking and cycling network will undergo improvements which are likely to include improvements to green infrastructure including canals, parks, recreation grounds etc. However no explicit link is made between the two in the policy	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o/+	o/+	o/+	D	P	Local / GM				Make link between improvements to walking and cycling infrastructure and green infrastructure	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the link between green and blue infrastructure with sustainable travel modes. However, this topic is covered by corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks and N1 and Strat 14 covers GM transport networks	o/+	o/+	o/+	Policy GM-N5 is focused on sustainable travel but has no specific reference to the link between green and blue infrastructure and sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy remains unknown.	None

		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o/+	o/+	o/+	D	P	Local			become central to communities.	As above	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the link between green and blue infrastructure with sustainable travel modes. However, this topic is covered by corresponding thematic policy GM G2 and Strat-13 which covers green infrastructure networks and N1 and Strat 14 covers GM transport networks	o/+	o/+	o/+	Policy GM-N5 is focused on sustainable travel but has no specific reference to the link between green and blue infrastructure and sustainable travel modes. As such, the scoring has not been changed and the potential impacts of the policy remains unknown.	None
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	The policy encourages active transport over car use and therefore encourages a reduction in carbon emissions from car which is likely to have a positive impact the reduction of greenhouse gas emissions	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o/+	o/+	o/+	D	P	GM / W				None identified			o/+	o/+	o/+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

			GM N6 - Freight and Logistics										2020							
			Assessment												Assessment					
Ref	Objective	Assessment criteria....will the GMSF	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	ST (0-4 years)	MT (5-9 years)	LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, local / GM population where sites come forward Affected groups: Housing with an undersupply of green infrastructure is more likely to affect those already living in deprivation and with disabilities	Neutral/no effect against this objective and assessment criteria anticipated	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	+	+	+	I	P	Local / GM	Receptors: GM population and GM economy Affected groups: widespread effects	This policy enables provision of consolidation and distribution centres within existing employment areas and through new developments; it additionally accommodates the expansion of air freight activities and protects existing sites and infrastructure. Therefore it has a positive effect on this objective, through indirectly meeting demand for employment land and directly providing employment land in locations well-served by infrastructure.	Could have cumulative socio-economic and environmental effects with other local development schemes.	Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o							None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	+	+	D	P	Local / GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	Policy supports more efficient and sustainable movement of freight, and therefore has a positive effect on this objective through its strengthening of associated infrastructure.	Could have cumulative socio-economic and environmental effects with other local development schemes.	Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				Include text regarding utilities improvements alongside freight infrastructure	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing freight and utilities infrastructure. However, this topic is covered in corresponding thematic policies GM N1 which covers GM's integrated network and N4 which covers appropriate utilities and digital infrastructure provision where needed	o	o	o	Policy GM-H6 is freight and logistics but has no specific reference to utilities infrastructure. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for utilities infrastructure remains neutral.	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	+	+	I	P	Local / GM	Receptors: none identified Affected groups: those identified as living in deprivation	As this policy accommodates the expansion of freight activities, it will indirectly reduce the proportion of people living in deprivation through employment opportunities and therefore supports this objective.	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programmes)	None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	I	P	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	Neutral/no effect against this objective and assessment criteria anticipated	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	o	o	I	P	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	I	P	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	Neutral/no effect against this objective and assessment criteria anticipated	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Reduce health inequalities within GM and with the rest of England?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Neutral/no effect against this objective and assessment criteria anticipated	Increased access coupled with population growth may present capacity issues	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Capacity issues if facilities are not developed at same rate as residential developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	I	P	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	+	+	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	This policy references more efficient and sustainable movement of freight and therefore has a positive effect on this objective in the long-term.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Efficient freight activities covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	o	o	I	P	Local / GM				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	+	+	+	D	P	Local / GM				Sustainable movement of freight covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	o	o	n/a	n/a	n/a	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor))	Neutral/no effect against this objective and assessment criteria anticipated	Increased trips by private motor vehicle will worsen the air quality over time if sustainable modes are not utilised	None identified	n/a	Policy text now includes reference to low- and zero-emission vehicles including electric vehicles, etc.	o	+	++	Policy GM-H6 is freight and logistics. Text now includes reference to reducing carbon emissions via low-emission vehicles. As such, the scoring has been updated and the potential impact of the policy on improving air quality has an increasingly positive effect.	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Impact on biodiversity assets may occur in conjunction with other developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	Increased urban heat island effect and flood risk in combination with other development	None identified	n/a	Policy text now includes reference to low- and zero-emission vehicles including electric vehicles, etc.	o	+	++	Policy GM-H6 is freight and logistics. Text now includes reference to reducing carbon emissions via low-emission vehicles. As such, the scoring has been updated and the potential impact of the policy on this assessment criteria has an increasingly positive effect.	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated	Other development which may affect flood risk and increase likelihood of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Both quality and availability of water resources may be impacted by other development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	+	+	D	P	Local / GM	Receptors: Climate Affected groups: All	This policy supports more sustainable freight movement including low- or zero- carbon delivery mechanisms. It will therefore positively support this objective in the long-term as increasing efficiency in freight logistics may take time to implement.	GI will help mitigate the increased greenhouse gas emissions are more developments are built	Covered by policy	n/a	Policy text now includes reference to low- and zero-emission vehicles including electric vehicles, etc.	+	+	++	Policy GM-H6 is freight and logistics. Text now includes reference to reducing carbon emissions via low-emission vehicles. As such, the scoring has been updated and the potential impact of the policy on this assessment criteria has an increasingly positive effect.	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+	+	+	I	P	Local / GM				None identified	n/a	Policy text now includes reference to low- and zero-emission vehicles including electric vehicles, etc.	+	+	++	Policy GM-H6 is freight and logistics. Text now includes reference to reducing carbon emissions via low-emission vehicles. As such, the scoring has been updated and the potential impact of the policy on this assessment criteria has an increasingly positive effect.	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	+	D	P	Local / GM				Covered by policy	n/a	Policy text now includes reference to low- and zero-emission vehicles including electric vehicles, etc.	+	+	++	Policy GM-H6 is freight and logistics. Text now includes reference to reducing carbon emissions via low-emission vehicles. As such, the scoring has been updated and the potential impact of the policy on this assessment criteria has an increasingly positive effect.	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Landscape and heritage may be eroded over time as development comes forward	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Loss of greenfield land as it is developed incrementally	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation with other schemes; intradevelopment effects as a number of locations are taken forward	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

GM N7 - Transport Requirements of Development

Ref	Objective	Assessment criteria….will the GMSF	Assessment			Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input	2020						
			ST (0-4 years)	MT (5-9 years)	LT (10+ years)								Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Assessment ST (0-4 years)	Assessment MT (5-9 years)	Assessment LT (10+ years)	Summary of 2020 scoring	Residual Impacts
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	o	o	n/a	n/a	n/a	Receptors: housing market, local / GM population where sites come forward Affected groups: Housing with an undersupply of green infrastructure is more likely to affect those already living in deprivation and with disabilities	This policy aims to provide walking and cycling routes to nearby facilities and supports overall enhancement of the transport network. It therefore will have a positive effect on the connectivity of housing to centres and employment land, etc.	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	o	o	n/a	n/a	n/a	Receptors: GM population and GM economy Affected groups: widespread effects	This policy supports improvements in the transport network and will therefore have an indirect, positive effect on ensuring employment land is well-served by infrastructure.	Could have cumulative socio-economic and environmental effects with other local development schemes.	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	+	+	I	P	Local / GM				None identified			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	++	++	D	P	Local / GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	This policy concerns transport requirements in regard to new development and thus has significant crossover with this objective. It would have a directly positive effect on ensuring the transport network can support anticipated development and would also improve transport connectivity.	Could have cumulative socio-economic and environmental effects with other local development schemes.	Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve transport connectivity?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: those identified as living in deprivation	Neutral/no effect against this objective and assessment criteria anticipated	Link to other initiatives or investments (e.g. apprenticeships, health initiatives, education and/or skills programmes)	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	This policy dictates transport requirements for new development. It will therefore indirectly support equal access to facilities and infrastructure as it will strengthen the transport network and promote use of the entire network. This policy also references adequate parking provision for disabled people.	Potential link to other initiatives which seek to integrate communities	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+	+	+	I	P	Local / GM				Mention provision for areas that may have increased need due to lack of connectivity	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing areas which may have a lack of connectivity. However, this topic is covered by corresponding thematic policies GM N1, N2, N3 and N5 which covers sustainable and active travel, digital infrastructure and the wider public transport and travel network across GM	+	+	+	Policy GM-N7 is focused on transport requirements of new development but has no specific reference to addressing areas which are currently lacking connectivity. As such, the scoring has not been changed and the potential impacts of the policy on connectivity positive.	None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	+	+	+	I	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	+	+	I	P	Local / GM	Receptors: built environment, air quality Affected groups: various	Policy references enhanced walking and cycling routes and therefore will have an indirectly positive effect on health and wellbeing of the local and GM population.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	Include benefits of active transport as support for policy	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing active travel. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for active travel positive.	+	+	+	Policy GM-N7 is focused on transport requirements of new development but has no specific reference to active travel. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for active travel positive.	None identified
		Reduce health inequalities within GM and with the rest of England?	+	+	+	I	P	Local / GM				As above			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	o	o	n/a	n/a	n/a	Receptors: GM population Affected groups: all groups will be affected by this	Policy supports transport enhancements brought forward with new development. It will therefore directly support this objective in relation to increased access to community social infrastructure.	Increased access coupled with population growth may present capacity issues	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Capacity issues if facilities are not developed at same rate as residential developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	++	++	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	This policy directly supports this objective as it encourages active travel, promotes alternatives to car ownership, and makes provision for enhancements to the public transport network.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++	++	++	D	P	Local / GM				Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support the use of sustainable and active modes of transport?	++	++	++	D	P	Local / GM				Covered by policy			++	++	++	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	+	+	D	P	Local / GM	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor))	This policy supports an increase in the number of journeys made by walking, cycling and public transport; it also incorporates electric vehicle charging points into infrastructure provision. It therefore has a positive effect on this objective and over time will improve air quality within Greater Manchester.	Increased trips by private motor vehicle will worsen the air quality over time if sustainable modes are not utilised	Specify environmental benefits of active travel	Partially	No amendments have been made to the policy text to address mitigation comments in relation to referencing the benefits of active travel. However, this topic is covered by corresponding thematic policy GM G5 which covers sustainable and active travel in GM	+	+	+	Policy GM-N7 is focused on transport requirements of new development but has no specific reference to the benefits of active travel. As such, the scoring has not been changed and the potential impacts of the policy on opportunities for active travel positive.	None identified

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Impact on biodiversity assets may occur in conjunction with other developments	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	Increased urban heat island effect and flood risk in combination with other development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated	Other development which may affect flood risk and increase likelihood of flooding	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Both quality and availability of water resources may be impacted by other development	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: Climate Affected groups: All	This policy supports alternatives to car ownership including the provision of parking spaces for car sharers to encouraged decreased emissions from transport; additionally, it encourages sustainable modes of transport. It therefore has a positive effect on the reduction of greenhouse gas emissions across GM.	GI will help mitigate the increased greenhouse gas emissions are more developments are built	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	+	+	D	P	Local / GM				Covered by policy			+	+	+	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Landscape and heritage may be eroded over time as development comes forward	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	Loss of greenfield land as it is developed incrementally	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	Waste generation with other schemes; intradevelopment effects as a number of locations are taken forward	None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified			o	o	o	Scoring has not changed from 2019 based on no amendments being made against the assessment criteria	None identified

Delivering the Plan

GM-D1- Infrastructure Implementation

Ref	Objective	Assessment criteria….will the GMSF	Assessment: ST (0-4 years)	Assessment: MT (5-9 years)	Assessment: LT (10+ years)	Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	+	+	D	P	GM	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy makes reference to minimising energy demand and requiring sustainable building design for all new developments where practicable. In addition the policy support the coordination of infrastructure which is necessary for new development to be able to take place.	Could have cumulative effects with other local development schemes.	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	o	o	n/a	n/a	n/a				None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	n/a	n/a				None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	+	+	+	D	P	GM				None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	+	+	D	P	GM	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy support the coordination of infrastructure which is necessary for new development to be able to take place.	Could have cumulative effects with other local development schemes.	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	++	++	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy aims to align provision of transport and digital infrastructure provision to make delivery easier. It also references funding mechanisms for this infrastructure. This encourages the delivery of transport and digital infrastructure	Could have cumulative effects with other local development schemes.	None identified
		Improve transport connectivity?	+	++	++	D	P	GM				None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	+	++	++	D	P	GN				None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	o/+	o/+	I	P	Local / GM	Receptors: none identified Affected groups: those	The policy by its nature is encouraging the delivery of well designed integrated infrastructure which could have a benefit across different levels of income	Link to other initiatives or investments (e.g. apprenticeships)	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	o/+	o/+	I	P	Local / GM				None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	The policy by its nature is encouraging the delivery of well designed integrated infrastructure which could have equal access by all members of society	Potential link to other initiatives which seek to integrate communities	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o/+	o/+	o/+	D	P	Local/GM				None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				The policy does not make reference to spatial elements. This could be referenced to make clear that infrastructure will be provided across different areas
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	o	o	n/a	n/a	n/a	Receptors: built environment, air quality Affected groups: various	The policy makes reference to collaboration and synchronisation between GM and the Clinical Commissioning Groups and the NHS which are both healthcare providers. This could ensure better services can be offered.	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified
		Reduce health inequalities within GM and with the rest of England?	o	+	+	D	P	L/GM				None identified
		Promote access to green space?	o	o	o	n/a	n/a	n/a				None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	+	+	D	P	L/GM	Receptors: GM population Affected groups: all groups will be affected by this	The policy makes reference to collaboration and synchronisation between GM and the Clinical Commissioning Groups and the NHS which are both healthcare providers. This could ensure better services can be offered.	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services	None identified
		Ensure sufficient access to educational facilities for all children?	o	o	o	n/a	n/a	n/a				None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	o	o	n/a	n/a	n/a				None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Improved skill levels of the workforce	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	+	+	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy makes reference to collaboration and synchronisation between GM and the Highways England and Transport for Greater Manchester which are both transport providers. This could ensure better services can be offered, including public transport. The policy also makes reference to new long-term funding mechanisms for transport.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	+	+	D	P	Local / GM				None identified
		Support the use of sustainable and active modes of transport?	o	+	+	D	P	Local / GM				The policy could make specific reference to promotion of public and active transport through these links
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	o	o	n/a	n/a	n/a	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Neutral/no effect against this objective and assessment criteria anticipated	Increased trips by private motor vehicle will worsen the air quality over time	None identified

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	o	o	n/a	n/a	n/a				None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	o	o	n/a	n/a	n/a				None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	+	+	D	P	L/GM/W	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	The policy makes reference to minimising demand for energy, water, requiring sustainable building design and conserving natural resources. As such, these all contribute to limiting impacts on carbon emissions and climate change	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause more of an impact	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	+	+	D	P	L/GM/W	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	The policy makes reference to collaboration and synchronisation between GM and United Utilities and Environment Agency which both work in the water/flood industry. This could ensure better services can be offered, such as flood risk management and drainage.	n/a	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	+	+	D	P	L/GM/W				None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	+	+	D	P	L/GM/W				None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	+	+	D	P	L/GM/W				None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	+	+	D	P	L/GM/W	Receptors: water courses, ground water, water supplies Affected groups: Various	The policy makes reference to collaboration and synchronisation between GM and United Utilities and Environment Agency which both work in the water/flood industry. This could ensure better services can be offered, such as flood risk management and WFD compliance	The quality and availability of water resources may be reduced	None identified
		Promote management practices that will protect water features from pollution?	o	+	+	D	P	L/GM/W				None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	+	+	D	P	L/GM/W				None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	+	+	D	P	GM / W	Receptors: None identified Affected groups: Various	The policy makes reference to minimising demand for energy, water, requiring sustainable building design and conserving natural resources. As such, these all contribute to limiting impacts on carbon emissions and climate change	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	+	+	D	P	GM / W				None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	+	+	D	P	GM / W				None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified

GM-D2- Developer contributions

Ref	Objective	Assessment criteria….will the GMSF	Assessment: ST (0-4 years)	Assessment: MT (5-9 years)	Assessment: LT (10+ years)	Majority of effects are: direct (D) or indirect (I)	Majority of effects are: Temporary (T) or Permanent (P)	Spatial consideration: Local, GM, Wider	Receptors and/or Affected groups (see key)	Explanation / summary against overall objective Note: Draw out any specific sensitive receptors where they have been identified	Potential cumulative effects	Mitigation / policy input
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	+	+	D	P	GM	Receptors: housing market, GM population Affected groups: Undersupply may disproportionately affect those on lower incomes trying to get to purchase a home. First time buyers - younger generations.	The policy requires developer contributions to make development acceptable in planning terms. This is likely to include contributions for affordable housing provision, or infrastructure to support new housing development	Could have cumulative effects with other local development schemes.	None identified
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	+	+	D	P	GM				None identified
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	o	o	n/a	n/a	n/a				None identified
		Support improvements in the energy efficiency and resilience of the housing stock?	o	o	o	n/a	n/a	n/a				None identified
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	+	+	D	P	GM	Receptors: GM population and GM economy Affected groups: widespread effects.	The policy requires developer contributions to make development acceptable in planning terms. This is likely to include contributions for infrastructure to support new development	Could have cumulative effects with other local development schemes.	None identified
		Support education and training to provide a suitable labour force for future growth?	o	o	o	n/a	n/a	n/a				None identified
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	o	o	n/a	n/a	n/a				None identified
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	o	+	+	D	p	GM	Receptors: transport network, road network, road users, utility network/customers Affected groups: all	The policy requires developer contributions to make development acceptable in planning terms. This is likely to include contributions for infrastructure to support new development, including transport and digital infrastructure	Could have cumulative effects with other local development schemes.	None identified
		Improve transport connectivity?	o	+	+	D	P	GM				None identified
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	+	+	D	P	GM				None identified
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	+	+	D	P	GM	Receptors: none identified Affected groups: those	The policy requires developer contributions to make development acceptable in planning terms. This is likely to include contributions for affordable housing provision, providing housing options at different price ranges	Link to other initiatives or investments (e.g. apprenticeships)	None identified
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	+	+	D	P	GM				None identified
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	o	o	n/a	n/a	n/a	Receptors: none identified Affected groups: various, depending on locality	The policy requires developer contributions to make development acceptable in planning terms. This is likely to include contributions for affordable housing provision, providing housing options at different price ranges	Potential link to other initiatives which seek to integrate communities	None identified
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	+	+	D	P	GM				None identified
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	o	o	n/a	n/a	n/a				None identified
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	o	o	n/a	n/a	n/a				None identified
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	o	+	+	D	P	Local / GM	Receptors: built environment, air quality Affected groups: various	The policy requires developer contributions to make development acceptable in planning terms. This is could include money towards health care infrastructure or new/maintaining open space	Improved health and reduced health inequalities through positive planning and the promotion of green spaces	None identified
		Reduce health inequalities within GM and with the rest of England?	o	+	+	D	P	Local / GM				None identified
		Promote access to green space?	o	+	+	D	P	Local / GM				None identified
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	o	+	+	D	P	Local / GM	Receptors: GM population Affected groups: all groups will be affected by this	The policy requires developer contributions to make development acceptable in planning terms. This is could include money towards education facilities	The increased number of residents in areas will put pressure on the existing facilities and social infrastructure and may reduce quality of services unless more are provided	None identified
		Ensure sufficient access to educational facilities for all children?	o	+	+	D	P	Local / GM				None identified
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	o	+	+	D	P	Local / GM				None identified
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	o	o	o	n/a	n/a	n/a	Receptors: GM population and the GM economy Affected groups: various / all	Neutral/no effect against this objective and assessment criteria anticipated	Improved skill levels of the workforce	None identified
		Improve educational and skill levels of the population of working age?	o	o	o	n/a	n/a	n/a				None identified
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	o	+	+	D	P	Local / GM	Receptors: GM population, transport network Affected groups: Various	The policy requires developer contributions to make development acceptable in planning terms. This is likely to include contributions for infrastructure to support new development, including transport infrastructure.	Changes in travel patterns as people begin to take advantage of public transport as their main form of transport	None identified
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	o	+	+	D	P	Local / GM				None identified
		Support the use of sustainable and active modes of transport?	o	+	+	D	P	Local / GM				The policy could make specific reference to promotion of public and active transport through these links

10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	o	o	o	n/a	n/a	n/a	Receptors: the atmosphere Affected groups: those affected by poor AQ (see living environment deprivation (outdoor)	Neutral/no effect against this objective and assessment criteria anticipated	Increased trips by private motor vehicle will worsen the air quality over time	None identified
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	o	o	n/a	n/a	n/a	Receptors: wildlife, landscapes and green spaces Affected groups: Various	The policy requires developer contributions to make development acceptable in planning terms. This is likely to include contributions for infrastructure to support new development, including green infrastructure.	Wildlife, geological and other sites that have a landscape value or value to different habitats deteriorate if they are not enhanced and looked after, whereas if they are they are able to thrive and become central to communities.	None identified
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o	o	o	n/a	n/a	n/a				None identified
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o	+	+	D	P	Local / GM				None identified
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o	+	+	D	P	Local / GM				None identified
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	o	o	n/a	n/a	n/a	Receptors: communities, various aspects of the built and natural environment Affected groups: potential for various groups to be affected	Neutral/no effect against this objective and assessment criteria anticipated	Developments are not protected against climate change impacts and the effects are felt within new developments. Some of the potential and cumulative effects may not be predicted and will therefore cause more of an impact.	None identified
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	o	o	n/a	n/a	n/a	Receptors: flood risk areas Affected groups: residents in or near to flood risk areas	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified
		Ensure adequate measures are in place to manage existing flood risk?	o	o	o	n/a	n/a	n/a				None identified
		Ensure that development does not increase flood risk due to increased run-off rates?	o	o	o	n/a	n/a	n/a				None identified
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	o	o	n/a	n/a	n/a				None identified
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	o	o	n/a	n/a	n/a	Receptors: water courses, ground water, water supplies Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	The quality and availability of water resources may be reduced	None identified
		Promote management practices that will protect water features from pollution?	o	o	o	n/a	n/a	n/a				None identified
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	o	o	n/a	n/a	n/a				None identified
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	o	o	o	n/a	n/a	n/a	Receptors: None identified Affected groups: Various	Neutral/no effect against this objective and assessment criteria anticipated	There is an increase in energy use and consequently greenhouse gas emissions increase as more developments are built	None identified
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	o	o	o	n/a	n/a	n/a				None identified
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	o	o	o	n/a	n/a	n/a				None identified
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	o	o	n/a	n/a	n/a	Receptors: protected landscapes and/or built heritage assets. Protected or locally significant views Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified
		Conserve and enhance the historic environment, heritage assets and their setting?	o	o	o	n/a	n/a	n/a				None identified
		Respect, maintain and strengthen local character and distinctiveness?	o	o	o	n/a	n/a	n/a				None identified
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	o	o	o	n/a	n/a	n/a	Receptors: greenfield and brownfield land Affected groups: Non identified	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	o	o	o	n/a	n/a	n/a				None identified
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	o	o	o	n/a	n/a	n/a				None identified
		Support reductions in land contamination through the remediation and reuse of previously developed land?	o	o	o	n/a	n/a	n/a				None identified
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	o	o	n/a	n/a	n/a	Receptors: waste disposal facilities, finite resources. Affected groups: All those in new development	Neutral/no effect against this objective and assessment criteria anticipated	n/a	None identified
		Promote movement up the waste hierarchy?	o	o	o	n/a	n/a	n/a				None identified
		Promote reduced waste generation rates?	o	o	o	n/a	n/a	n/a				None identified

Appendix D

Allocation Policies - Assessment Tables

Cross-Boundary

Northern Gateway (Heywood Pilsworth and Simister & Bowlee)

			2019				2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	Policy states: around 4,500 new homes split between the following sites Heywood/Pilsworth- 1200 units Simister and Bowlee- 2700 units Whitefield- 600 units				++	Policy states: around 4,500 new homes split between the following sites Heywood/Pilsworth- around 200 units Simister and Bowlee- around 1,550 units	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	+	There is reference for a mix of housing in the Simister and Bowlee, and the Whitefield sites. There is no reference to a mix of housing in the Heywood/Pilsworth policy	Ensure that all three of the sites refer to a mix of housing types	Yes	Allocation policy refers to housing mix	++	Allocation policy references custom and self build housing	Scoring has been increased from positive to very positive for consistency between allocation policies	When the framework is read as a whole, no further recommendations are made.
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Policy includes the provision of employment land at the Heywood/ Pilsworth site In Simister and Bowlee and Whitefield there is new district centre proposed Across all three of the area the policy states: Make provision for new, upgraded and publicly accessible green infrastructure throughout the site				++	Policy includes the provision of employment land at the Heywood/ Pilsworth site In Simister and Bowlee there are new district centres proposed Across the areas the policy states: Make provision for new, upgraded and publicly accessible green infrastructure throughout the site	No change	
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Policy states: Deliver around 1,200,000 m2 of industrial and warehousing space in Heywood/ Pilsworth In addition, the new district centre in Simister and Bowlee, and Whitefield would create new jobs through retail and service provision				++	Policy states: Deliver around 1,200,000 m2 of industrial and warehousing space in Heywood/ Pilsworth In addition, the new district centres in Simister and Bowlee would create new jobs through retail and service provision	No change	
		Support education and training to provide a suitable labour force for future growth?	++	Policy states across the whole allocation there will be: Community facilities; including three new primary schools and a new secondary school	The policy should also highlight the importance of local employment during construction.	Partially	Allocation policy amended to references 1 new primary school and contributions to off site secondary school	++	Policy states across the whole allocation there will be: Community facilities; including one new primary school and contributions to an off-site secondary school	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	The site is adjacent to a number of existing bus stops. New public transport proposed: improved public transport connectivity including rapid transit, and potential for Metrolink extension to Middleton				++	The site is adjacent to a number of existing bus stops. New public transport proposed: improved public transport connectivity including rapid transit, and potential for Metrolink extension to Middleton	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: including new and upgraded highway networks and the potential for provision of a new motorway junction between junctions 18 and 19 of the M62 at Birch, access by rail freight, improved public transport connectivity including rapid transit, and routes for walking/cycling which increase connectivity through the area and to adjoining towns and neighbourhoods				++	Policy states: an upgrade to the local highways network, offsite highways works where required, junction improvements where required, improved public transport connectivity including rapid transit, and routes for walking/cycling which increase connectivity through the area and to adjoining towns and neighbourhoods	No change	
		Improve transport connectivity?	++	Policy states: including new and upgraded highway networks and the potential for provision of a new motorway junction between junctions 18 and 19 of the M62 at Birch, access by rail freight, improved public transport connectivity including rapid transit, and routes for walking/cycling which increase connectivity through the area and to adjoining towns and neighbourhoods				++	Policy states: an upgrade to the local highways network, offsite highways works where required, junction improvements where required, improved public transport connectivity including rapid transit, and routes for walking/cycling which increase connectivity through the area and to adjoining towns and neighbourhoods	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	No mentioned in policy	Consider feasibility study into requirements and ability of local network to support development	Yes	Allocation policy amended to references utilities provision, broadband and EV charging points. A comprehensive masterplan for the Northern Gateway area has also been added to the allocation policy text. The recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2	++	Policy states: Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies.	Scoring has been increased from neutral to very positive for consistency between allocation policies	No further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	Policy references that the area currently suffers with significant pockets of high deprivation, low skills and worklessness. As such, the scheme would seek to improve these current issues.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Allocation policy amended to support the integration with local communities with active travel links and connections to local services. The recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	+	Policy states: Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services and to the new areas of employment	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	Policy references that the area currently suffers with significant pockets of high deprivation, low skills and worklessness. As such, the scheme would seek to improve these current issues.				+		No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+/?	The policy states for all the sites that the design of the new sites will maximise integration between new neighbourhoods and surrounding communities.	The allocation needs to encourage integration with existing communities and provision of a range of tenures	Partially	Allocations policy amended to include integration with local communities. The recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	+	Policy states: Ensure the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services and to the new areas of employment	Scoring has been increased from neutral/positive to positive for consistency between allocation policies	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				+	Policy includes reference to integrating with local communities	Scoring has increased from neutral to positive for consistency between allocation policies	It is considered that accessibility standards is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Nothing proposed				O	Nothing proposed	No change	Each allocation is within specific locations and therefore is within one area type
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	The policy states that the following interventions will be taken throughout all three of the sites Policy makes reference to walking and cycling improvements: improved public transport connectivity including rapid transit, and routes for walking/cycling which increase connectivity through the area and to adjoining towns and neighbourhoods. In reference to green infrastructure the policy makes significant reference to: A network of new, upgraded and publicly accessible green infrastructure.				++	The policy states that the following interventions will be taken throughout all three of the sites Policy makes reference to walking and cycling improvements: improved public transport connectivity including rapid transit, and routes for walking/cycling which increase connectivity through the area and to adjoining towns and neighbourhoods. In reference to green infrastructure the policy makes significant reference to: A network of new, upgraded and publicly accessible green infrastructure.	No change	
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	++	The policy makes significant reference to improvements across all three sites including: Develop a satisfactory management plan for areas of green infrastructure, biodiversity features and other areas of open space				++	The policy makes significant reference to improvements across the all two sites including: plans for areas of green infrastructure, biodiversity features and other areas of open space	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy does not make specific reference to health services but does refer to the provision of community facilities	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Yes	The policy text highlights health benefits of green and blue infrastructure and active travel with requirements for health facilities where required. The recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7.	++	Policy states: Make provision for new local centres in accessible locations which include a range of appropriate retail, health and community facilities and ensure they are integrated with existing communities	Scoring has been increased from positive to very positive for consistency between allocation policies	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states across the whole allocation there will be: Community facilities; including three new primary schools and a new secondary school	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Yes	Allocation policy amended to references 1 new primary school and contributions to off site secondary school. The recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7.	++	Policy states across the whole allocation there will be community facilities including one new primary school contributions to an off site secondary school	No changes made to scoring.	No further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	The policy makes reference to the provision of recreational facilities across all three of the sites	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Yes	The policy text outlines the protection and enhancement of recreational facilities. The recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7.	++	The policy makes reference to the provision of recreational facilities across the two sites	No changes made to scoring.	No further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states across the whole allocation there will be: Community facilities; including three new primary schools and a new secondary school	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Yes	Allocation policy amended to references 1 new primary school and contributions to off site secondary school. The recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7.	++	Policy states across the whole allocation there will be community facilities including one new primary school contributions to an off site secondary school	No changes made to scoring.	No further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy	No change	
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy makes reference to walking and cycling improvements across the whole allocation: improved public transport connectivity including rapid transit and Metrolink extension, and routes for walking/cycling which increase connectivity through the area and to adjoining towns and neighbourhoods.				++	Policy makes reference to walking and cycling improvements across the whole allocation: improved public transport connectivity including rapid transit and Metrolink extension, and routes for walking/cycling which increase connectivity through the area and to adjoining towns and neighbourhoods.	No change	
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++		No change	
		Support the use of sustainable and active modes of transport?	++					++		No change	
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/--	AQMA cuts through the centre of the site. The policy make reference to improved active transport and to mitigating air quality along the M62 and M66 motorway corridors	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors. This is especially relevant to buffer around the AQMA through the site	Partially	Policy promotes active travel opportunities, supports a comprehensive masterplan approach, tree planting, public open space and public realm provision. It is also noted that the policy includes improvements into public transport including a potential extension to the Metrolink or Bus Rapid Transit to Middleton. The policy also includes text covering EV charging points. The recommendation is addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2	++/--	AQMA cuts through the centre of the site. The policy make reference to improved active transport and to mitigating air quality along the M62 and M66 motorway corridors. The policy also makes reference to a project specific HRA to consider the impact of traffic increasing on the M62.	Scoring has been increased from positive/ very negative to very positive/very negative for consistency between allocation policies	No further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	Within the site there is a site of biological importance 'streams and flushes near Bradley Hall Farm' a priority habitat and a wildlife corridor. The policy makes references across the allocation to: A network of new, upgraded and publicly accessible green infrastructure. The includes the following across the sites: Seek to offset the loss of private open land through the provision of an accessible and high quality green and blue infrastructure network				+	Within the site there is a site of biological importance 'streams and flushes near Bradley Hall Farm' a priority habitat and a wildlife corridor. The policy makes references across the allocation to: A network of new, upgraded and publicly accessible green infrastructure. The includes the following across the sites: Seek to offset the loss of private open land through the provision of an accessible and high quality green and blue infrastructure network	No change	
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+					+		No change	
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++					++		No change	
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	++					++		No change	

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+/-	Climate change vulnerability is varying across the site from low to high. The policy states for each of the sites: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	This is covered in a thematic policy	Partially	There are policy text references to active travel, green and blue infrastructure, flood risk and net gain in biodiversity. The recommendation is addressed by Thematic Policy GM- S 5 and a masterplan required in the allocations policy will determine this.	+	Climate change vulnerability is varying across the site from low to high. The policy includes supporting to improve public transport infrastructure, active travel, green and blue infrastructure and EV charging points	Scoring has been increased from negative/positive to positive for consistency between allocation policies	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+/-	A small section of the site contains flood zone 2 and 3 The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Partially	There are policy text references to flood risk ensuring that any development is not at risk from flooding, in line with policy GM- S5 which is cited throughout the allocation policy. The recommendation is addressed by Thematic Policy GM- S 5 and a masterplan required in the allocations policy will determine this.	+	A small section of the site contains flood zone 2 and 3 The policy states: Ensure that any development is safe from potential flood risk from all sources;	Scoring has been increased from negative/positive to positive for consistency between allocation policies	No further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	+/-	A small section of the site contains flood zone 2 and 3 The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk. Especially relevant around the areas of flood zone 2 and 3	Partially	There are policy text references to flood risk ensuring that any development is not at risk from flooding, in line with policy GM- S5 which is cited throughout the allocation policy. The recommendation is addressed by Thematic Policy GM- S 5 and a masterplan required in the allocations policy will determine this.	+	A small section of the site contains flood zone 2 and 3 The policy states: Ensure that any development is safe from potential flood risk from all sources;	Scoring has been increased from negative/positive to positive for consistency between allocation policies	No further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	+/-	A small section of the site contains flood zone 2 and 3 The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk. Especially relevant around the areas of flood zone 2 and 4	Partially	There are policy text references to flood risk ensuring that any development is not at risk from flooding, in line with policy GM- S5 which is cited throughout the allocation policy. The recommendation is addressed by Thematic Policy GM- S 5 and a masterplan required in the allocations policy will determine this.	+	A small section of the site contains flood zone 2 and 3 The policy states: Ensure that any development is safe from potential flood risk from all sources;	Scoring has been increased from negative/positive to positive for consistency between allocation policies	No further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+/-	A small section of the site contains flood zone 2 and 3 The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk. Especially relevant around the areas of flood zone 2 and 5	Partially	There are policy text references to flood risk ensuring that any development is not at risk from flooding, in line with policy GM- S5 which is cited throughout the allocation policy. The recommendation is also addressed by Thematic Policy GM- S 5 and a masterplan required in the allocations policy will determine this.	+	A small section of the site contains flood zone 2 and 3 The policy states: Ensure that any development is safe from potential flood risk from all sources;	Scoring has been increased from negative/positive to positive for consistency between allocation policies	No further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered in a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered in a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered in a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking, in addition to significant public transport provision. No reference to low carbon or renewables	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Allocation policy amended to include green infrastructure and electric vehicle charging points. Policy also includes promotion of active travel. Policy does not reference energy efficiency directly. However, the recommendation is addressed by thematic Policy GM-S 2 , GM-S 3 and GM-S 4.	+	Reference in policy to cycling and walking, in addition to significant public transport provision. No reference to low carbon or renewables	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Allocation policy amended to include green infrastructure including tree planting, and electric vehicle charging points. Policy also includes promotion of active travel. Policy does not reference energy efficiency directly. The recommendation is also addressed by thematic Policy GM-S2 and GM-S3.	+	No mention in policy	Scoring has been increased from negative/neutral to positive for consistency between allocation policies	No further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	There are no landscape designations on the site				O	There are no landscape designations on the site	No change	
		Conserve and enhance the historic environment, heritage assets and their setting? Policy does not make reference to heritage assets	-/+	The site contains listed structures Lower Whittle Farmhouse, Brick Farmhouse and Church of St George	Consider the listed structures throughout detailed design to reduce risk throughout construction and operational phases.	Yes	The policy text states that heritage assets will be protected and enhanced within the vicinity and setting of the two sites. The recommendation is also addressed by Thematic Policy GM-G 1, GM-E 2 and a masterplan required in the allocations policy will determine this.	++	The site contains listed structures Lower Whittle Farmhouse and Brick Farmhouse Heritage assets are listed in the policy	Scoring has been increased from negative/positive to very positive for consistency between allocation policies	No further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	O	not referenced in policy				O	not referenced in policy	No change	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	-	Mainly greenfield land, grade 4 and 3 agricultural land	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	-	Mainly greenfield land, grade 4 and 3 agricultural land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	-	Mainly greenfield land, grade 4 and 3 agricultural land	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	-	Mainly greenfield land, grade 4 and 3 agricultural land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	-	Mainly greenfield land, grade 4 and 3 agricultural land	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	-	Mainly greenfield land, grade 4 and 3 agricultural land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	-	Mainly greenfield land, grade 4 and 3 agricultural land	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)			-	Mainly greenfield land, grade 4 and 3 agricultural land	No change	
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Stakehill

					2019					2020			
Ref	Objective	Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 900 new homes			Allocation policy amended to provide around 1,680 homes.	++	Policy states: around 1,680 new homes	Scoring has been increased from positive to very positive.	No further recommendations are made
				Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	+	Policy states: around 900 high quality homes, including larger, higher value properties				+	Policy states: around 1,680 high quality homes, including larger, higher value properties		
				Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	The policy is for both housing and employment land. The policy also makes reference to green space stating: Deliver high quality landscaping and green 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			Allocation policy amended to contribute to the proposed new railway station at Slattocks and associated walking/cycling routes.	++	The policy is for both housing and employment land. The policy also makes reference to green space stating: Deliver high quality landscaping and green 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		
				Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Policy states: Deliver around 250,000 sq m of high quality, adaptable, employment floorspace			Allocation policy amended to provide around 155,000 sq.m of employment floorspace.	++	Policy states: Deliver around 155,000 sq m of high quality, adaptable, employment floorspace		
				Support education and training to provide a suitable labour force for future growth?	++	Policy states: Ensure the provision of additional school places either through an expansion of existing primary and secondary schools or through new provision within the site, including the expansion of Thornham St John's Primary School located within the allocation	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-P 1, GM-E 4, GM-E 5.	++	Policy states: Contribute and make provision for additional school places either through an expansion of existing primary and secondary schools or through new provision within the site, including the expansion of Thornham St John's Primary School located within the allocation	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	Policy states: Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas				++	Policy states: Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas; Be designed in a way to maximise the benefits of the potential new rail station at Slattocks which is currently being investigated by TfGM; Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles				++	Policy states: Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas; Be designed in a way to maximise the benefits of the potential new rail station at Slattocks which is currently being investigated by TfGM through the creation of high quality walking and cycling routes; Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles		
				Improve transport connectivity?	++	Policy states: Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas; Be designed in a way to maximise the benefits of the potential new rail station at Slattocks which is currently being investigated by TfGM; Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles				++	Policy states: Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas; Be designed in a way to maximise the benefits of the potential new rail station at Slattocks which is currently being investigated by TfGM through the creation of high quality walking and cycling routes; Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles		
				Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2, and a masterplan required in the allocations policy will determine this.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1. More specific reference could be made to deprivation to strengthen the policy further.	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
				Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1.	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation needs to encourage integration with existing communities and provision of a range of tenures	Partially	Allocation policy amended to include the opportunity to adopt a 'garden village' approach within the northern part of the site. The recommendation is addressed by Thematic PolicyGM-E 1 and Chapter 9 of the GMSF	+	Policy states: Achieve excellent design and sustainability through masterplanning and the use of design codes for the whole site to ensure comprehensive development. 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	Score has improved from neutral to positive.	When the framework is read as a whole, no further recommendations are made.
				Ensure equality of opportunity and equal access to facilities / infrastructure *for all*?	O	Nothing proposed			It is considered that reference to accessibility standards would strengthen this policy or relevant thematic policy.	O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
				Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
				Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles In relation to green infrastructure policy states: Deliver high quality landscaping and green 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 good quality boundary treatment, particularly on the southern edge of the site to provide an attractive defensible Green Belt boundary				++	In relation to walking and cycling policy states: Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles In relation to green infrastructure policy states: Deliver high quality landscaping and green 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 good quality boundary treatment, particularly on the southern edge of the site to provide an attractive defensible Green Belt boundary		
				Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
				Promote access to green space?	++	Policy states: Deliver high quality landscaping and green 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				++	Policy states: Deliver high quality landscaping and green 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		
7	Ensure access to and provision of appropriate social infrastructure	7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	The policy states: Given the scale of the new housing provision it will be necessary for the proposal to deliver social infrastructure to ensure that the needs of new and existing communities are properly met	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7, and a masterplan required in the allocations policy will determine this.	+	The policy states: Given the scale of the new housing provision it will be necessary for the proposal to deliver social infrastructure to ensure that the needs of new and existing communities are properly met	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Ensure sufficient access to educational facilities for all children?	++	Policy states: Ensure the provision of additional school places either through an expansion of existing primary and secondary schools or through new provision within the site, including the expansion of Thornham St John's Primary School located within the allocation	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording amended to contribute and make provision for additional primary and secondary school places to serve the development. This will include provision of financial and land contributions to deliver the expansion of Thornham St John's Primary School. The recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7, and a masterplan required in the allocations policy will determine this.	++	Policy states: Contribute and make provision for additional school places either through an expansion of existing primary and secondary schools or through new provision within the site, including the expansion of Thornham St John's Primary School located within the allocation	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	The policy states: Given the scale of the new housing provision it will be necessary for the proposal to deliver social infrastructure to ensure that the needs of new and existing communities are properly met	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7, and a masterplan required in the allocations policy will determine this.	+	The policy states: Given the scale of the new housing provision it will be necessary for the proposal to deliver social infrastructure to ensure that the needs of new and existing communities are properly met	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Ensure the provision of additional school places either through an expansion of existing primary and secondary schools or through new provision within the site, including the expansion of Thornham St John's Primary School located within the allocation	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording amended to contribute and make provision for additional primary and secondary school places to serve the development. This will include provision of financial and land contributions to deliver the expansion of Thornham St John's Primary School. The recommendation is addressed by Thematic Policy GM-E 5, and a masterplan required in the allocations policy will determine this.	++	Policy states: Contribute and make provision for additional school places either through an expansion of existing primary and secondary schools or through new provision within the site, including the expansion of Thornham St John's Primary School located within the allocation	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		

9	Promote sustainable modes of transport	9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles. Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas				++	Policy states: Provide good quality walking and cycling routes to connect to new and existing residential areas and local transport hubs in order to encourage sustainable short journeys to work and promote healthier lifestyles. Support the delivery of improved public transport to and within the area to promote more sustainable travel and improve linkages to the employment opportunities from surrounding residential areas		
				Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			
				Support the use of sustainable and active modes of transport?	++					++			
10	Improve air quality	10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/--	An AQMA is located directly adjacent to the site along the northern and eastern boundaries. The policy makes provision for active transport. In addition the policy states: incorporate air quality mitigation	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors. This is especially important along the northern and eastern boundaries	Partially	Allocation policy wording amended to include provision of electric vehicle charging infrastructure and cycle storage, contributing to the proposed new railway station at Slattocks with associated walking/cycling routes. The policy will also deliver improvements to the local and strategic highway network to accommodate traffic generated by the development. The recommendation is addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2, and a masterplan required in the allocations policy will determine this.	++/--	An AQMA is located directly adjacent to the site along the northern and eastern boundaries. The policy makes provision for active transport, electric vehicle and cycle infrastructure. In addition the policy states: incorporate air quality mitigation. Contribute to the proposed new railway station at Slattocks which is currently being investigated by TfGM and ensure that new development is designed in a way to maximise the benefits of the new rail station through the creation of high quality walking and cycling routes Deliver appropriate improvements to the local and strategic highway network to accommodate the traffic generated from the new development;	Score has improved from positive/very negative to very positive/very negative	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	++	Within the site there is a wildlife corridor. Rochdale Canal SSSI runs to the west of the site The policy reflects this stating: Retain and where possible enhance areas of biodiversity within the area, notably the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and reservoirs within the site The policy also makes reference to green infrastructure and recreation: Deliver high quality landscaping and green 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 good quality boundary treatment, particularly on the southern edge of the site to provide an attractive defensible Green Belt boundary	Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases. The is especially important where there are sensitive receptors such as the Rochdale Canal SSSI to the west of the site	Partially	Allocation policy amended to include delivery of blue infrastructure within the site. The recommendation is addressed by Thematic GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++	Within the site there is a wildlife corridor. Rochdale Canal SSSI runs to the west of the site The policy reflects this stating: Retain and where possible enhance areas of biodiversity within the area, notably the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and reservoirs within the site The policy also makes reference to green infrastructure and recreation: Deliver high quality landscaping and green 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 good quality boundary treatment, particularly on the southern edge of the site to provide an attractive defensible Green Belt boundary	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	++			Partially	Allocation policy amended to include delivery of blue infrastructure within the site. The recommendation is addressed by Thematic GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++	Within the site there is a wildlife corridor. Rochdale Canal SSSI runs to the west of the site The policy reflects this stating: Retain and where possible enhance areas of biodiversity within the area, notably the Rochdale Canal Site of Special Scientific Interest, along with the existing brooks and reservoirs within the site The policy also makes reference to green infrastructure and recreation: Deliver high quality landscaping and green 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 good quality boundary treatment, particularly on the southern edge of the site to provide an attractive defensible Green Belt boundary	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++					++			
				Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	++					++			
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	Climate change vulnerability: High No reference in the policy to flood mitigation	This is covered within a thematic policy	Partially	A Level 2 SFRA has been conducted on the site. However, the recommendation is addressed by Thematic Policy GM-S 5, and a masterplan required in the allocation policy will determine this.	+	Climate change vulnerability: High No reference in the policy to flood mitigation	Scoring has been increased from no effect to positive.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	None of the site is within flood zone 2 or 3 No reference to mitigation in policy	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Partially	A Level 2 SFRA has been conducted on the site. However, the recommendation is addressed by Thematic Policy GM-S 5, and a masterplan required in the allocation policy will determine this.	+	None of the site is within flood zone 2 or 3 No reference to mitigation in policy	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
				Ensure adequate measures are in place to manage existing flood risk?	O	None of the site is within flood zone 2 or 3 No reference to mitigation in policy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	A Level 2 SFRA has been conducted on the site. However, the recommendation is addressed by Thematic Policy GM-S 5, and a masterplan required in the allocation policy will determine this.	+	None of the site is within flood zone 2 or 3 No reference to mitigation in policy	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
				Ensure that development does not increase flood risk due to increased run-off rates?	O	None of the site is within flood zone 2 or 3 No reference to mitigation in policy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	A Level 2 SFRA has been conducted on the site. However, the recommendation is addressed by Thematic Policy GM-S 5, and a masterplan required in the allocation policy will determine this.	+	None of the site is within flood zone 2 or 3 No reference to mitigation in policy	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
				Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	None of the site is within flood zone 2 or 3 No reference to mitigation in policy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	A Level 2 SFRA has been conducted on the site. However, the recommendation is addressed by Thematic Policy GM-S 5, and a masterplan required in the allocation policy will determine this.	+	None of the site is within flood zone 2 or 3 No reference to mitigation in policy	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	A Level 2 SFRA has been conducted on the site. However, the recommendation is addressed by Thematic Policy GM-S 5, and a masterplan required in the allocation policy will determine this.	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
				Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	A Level 2 SFRA has been conducted on the site. However, the recommendation is addressed by Thematic Policy GM-S 5, and a masterplan required in the allocation policy will determine this.	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
				Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within a thematic policy	Partially	A Level 2 SFRA has been conducted on the site. However, the recommendation is addressed by Thematic Policy GM-S 5, and a masterplan required in the allocation policy will determine this.	+	This is a consideration for detailed design and thematic policy.	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking No reference to energy efficiency	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S 2, GM-S 3 & GM-S 4	+	Reference in policy to cycling and walking No reference to energy efficiency	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	Reference in policy to cycling and walking No reference to energy efficiency	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	-/?	Reference in policy to cycling and walking No reference to energy efficiency	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	Reference in policy to cycling and walking No reference to energy efficiency	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Allocation policy wording amended to include provision of electric vehicle charging infrastructure and cycle storage, contributing to the proposed new railway station at Slattocks with associated walking/cycling routes. The recommendation is addressed by thematic Policy GM-S2 and GM-S3.	+	Reference in policy to cycling and walking No reference to energy efficiency The policy makes provision for active transport, electric vehicle and cycle infrastructure. In addition the policy states: incorporate air quality mitigation. Contribute to the proposed new railway station at Slattocks which is currently being investigated by TfGM and ensure that new development is designed in a way to maximise the benefits of the new rail station through the creation of high quality walking and cycling routes Deliver appropriate improvements to the local and strategic highway network to accommodate the traffic generated from the new development;	Scoring has been increased from negative / no effect to positive.	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: Have regard to views from Tandle Hill Country Park in terms of the design, landscaping and boundary treatment in order to minimise the visual impact as much as possible				+	Policy states: Have regard to views from Tandle Hill Country Park in terms of the design, landscaping and boundary treatment in order to minimise the visual impact as much as possible		
				Conserve and enhance the historic environment, heritage assets and their setting?	O	There are two listed buildings on the site; Church of St. John and Thornham Parish War Memorial The policy states: Take into account the setting of the Listed St John's Church and war memorial in any detailed masterplan for the site	Consider the listed buildings throughout detailed design to reduce risk throughout construction and operational phases.	Partially	No changes made to the allocation policy wording. The recommendation is addressed by Thematic Policy GM-G 1, GM-E 2 and a masterplan required in the allocations policy will determine this..	O	There are two listed buildings on the site; Church of St. John and Thornham Parish War Memorial The policy states: Take into account the setting of the Listed St John's Church and war memorial in any detailed masterplan for the site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Respect, maintain and strengthen local character and distinctiveness?	O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.				O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.		

17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	-	Nearly all Grade 4 apart from a small patch in the south which is Grade 3	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	-	Nearly all Grade 4 apart from a small patch in the south which is Grade 3	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Protect the best and most versatile agricultural land / soil resources from inappropriate development?	-	Nearly all Grade 4 apart from a small patch in the south which is Grade 3	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-G 8 & GM-G 9	-	Nearly all Grade 4 apart from a small patch in the south which is Grade 4	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	-	Nearly all Grade 4 apart from a small patch in the south which is Grade 3	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	-	Nearly all Grade 4 apart from a small patch in the south which is Grade 5	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Support reductions in land contamination through the remediation and reuse of previously developed land?	-	Nearly all Grade 4 apart from a small patch in the south which is Grade 3	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4: Our Strategy.	-	Nearly all Grade 4 apart from a small patch in the south which is Grade 6	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy.
				Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
				Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Medipark

			2019						2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	Employment land				o	Employment land	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	Employment land				o	Employment land	No change	
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	Employment land				o	Employment land	No change	
		Support improvements in the energy efficiency and resilience of the housing stock?	o	Employment land				o	Employment land	No change	
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Policy states: deliver 86,000sqm of B1 focused floorspace				++	Policy states: deliver 86,000sqm of B1 focused floorspace	No change	
		Support education and training to provide a suitable labour force for future growth?	O	Not mentioned in policy	Noted for each site but it would be better dealt with in a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM- E1 and GM-E5. These policies could be strengthened further in respectto tackling deprivation.	O	Not mentioned in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	Policy states: Development should be configured to take advantage of the significant opportunities of transport infrastructure in the area protecting the line of the proposed Metrolink extension to Manchester Airport				++	Policy states: Development should be configured to take advantage of the significant opportunities of transport infrastructure in the area protecting the line of the proposed Metrolink extension to Manchester Airport	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Facilitate improvements to the surrounding local highway network and configured to take advantage of proposed Metrolink extension to Manchester Airport				++	Policy states: Facilitate improvements to the surrounding local highway network and configured to take advantage of proposed Metrolink extension to Manchester Airport	No change	
		Improve transport connectivity?	+	Policy states: takes into consideration proposed Metrolink extension to Manchester Airport				+	Policy states: takes into consideration proposed Metrolink extension to Manchester Airport	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	No mention, site assessment highlights local infrastructure in the area, but ability to support scale/distribution cannot be determined.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E1 & GM-N2.	O	No mention, site assessment highlights local infrastructure in the area, but ability to support scale/distribution cannot be determined.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	?	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and GM-P 1.	?	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	?	Cannot be certain that development will affect deprived areas.				?	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	No mention. Employment land potentially less likely to directly affect community relations than new housing.	The allocation needs to encourage integration with existing communities and provision of a range of tenures	Partially	No changes made to the allocation policy wording. However, the recommendatio n is addressed by Thematic Policy GM-E 1 and Chapter 9 of the 2020 draft GMSF.	O	No mention. Employment land potentially less likely to directly affect community relations than new housing.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	No mention in policy				O	No mention in policy	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics (noting that development specifics such as access/facilities for the disabled and elderly will be considered at detailed design)				O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics (noting that development specifics such as access/facilities for the disabled and elderly will be considered at detailed design)	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	No mention in policy				O	No mention in policy	No change	
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy makes reference to enhancing green infrastructure and providing high quality natural landscaping with benefits including promoting biodiversity				++	Policy makes reference to enhancing green infrastructure and providing high quality natural landscaping with benefits including promoting biodiversity	No change	
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	+	Policy states: protect adjacent playing field and enhanced green infrastructure				+	Policy states: protect adjacent playing field and enhanced green infrastructure	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No new provision, but proposal for employment land unlikely to affect local capacity				O	No new provision, but proposal for employment land unlikely to affect local capacity	No change	
		Ensure sufficient access to educational facilities for all children?	O	As above				O	As above	No change	
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	As above. Policy states that development should not impact on adjacent playing fields				O	As above. Policy states that development should not impact on adjacent playing fields	No change	
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	No new provision, but proposal for employment land unlikely to affect local capacity				O	No new provision, but proposal for employment land unlikely to affect local capacity	No change	
		Improve educational and skill levels of the population of working age?	O	No mention in policy.	Could link the development of employment land to improved education and the provision of training	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5 and GM-P 1.	O	No mention in policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	No mention to active travel but includes need to configure design around proposed Metrolink extension	Consider active transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-G 2, GM-N 4, GM-N 5 & GM-N 7.	+	No mention to active travel but includes need to configure design around proposed Metrolink extension	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+		Consider active transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-G 2, GM-N 4, GM-N 5 & GM-N 7.	+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support the use of sustainable and active modes of transport?	+		Consider active transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-G 2, GM-N 4, GM-N 5 & GM-N 7.	+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	-/+	No AQMA within 150m. Additional trips to site may affect AQ	include air quality mitigation and protection. Seek to minimise the number of trips made by private car to / from the site. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles.	Partially	Allocation policy amended to include promotion of green infrastructure. The recommendation is also addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2.	-/+	No AQMA within 150m. Additional trips to site may affect AQ	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+/?	No designations or priority habitats on sites. This does not necessarily mean there is no ecological interest on the site. Policy states: High quality natural landscaping, including the provision of native species, should be delivered adjoining the brook to help mitigate flood risk and promote biodiversity. Enhanced green infrastructure included in policy Protection of adjacent playing field included	Consider ecological receptors throughout detailed design to reduce risk through construction and operational phases.	Partially	Allocation policy wording amended to include promotion of green infrastructure. The recommendation is also addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10.	+/?	No designations or priority habitats on sites. This does not necessarily mean there is no ecological interest on the site. Policy states: High quality natural landscaping, including the provision of native species, should be delivered adjoining the brook to help mitigate flood risk and promote biodiversity. Enhanced green infrastructure included in policy Protection of adjacent playing field included	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+			Partially	Allocation policy wording amended to include promotion of green infrastructure. The recommendation is also addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10.	+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++		Make reference to protection and enhancement of green infrastructure	Partially	Allocation policy wording amended to include promotion of green infrastructure. The recommendation is also addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10.	++		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+			Partially	Allocation policy wording amended to include promotion of green infrastructure. The recommendation is also addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10.	+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+/?	Less than 10% of the site is in flood zone 3. Policy states: Development of the site should reflect the sequential approach to flood risk management, focusing more sensitive development furthest from Fairywell Brook and natural landscaping used to mitigate flood risk Climate change vulnerability is mixed, flood vulnerability, surface water disadvantage are high, and surface water exposure for a 1 in 30 year event is extremely high.	This is covered within a thematic policy	No	No changes made to allocation policy wording. The recommendation is addressed by Thematic Policy GM- S 5.	+/?	Less than 10% of the site is in flood zone 3. Policy states: Development of the site should reflect the sequential approach to flood risk management, focusing more sensitive development furthest from Fairywell Brook and natural landscaping used to mitigate flood risk Climate change vulnerability is mixed, flood vulnerability, surface water disadvantage are high, and surface water exposure for a 1 in 30 year event is extremely high.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	Less than 10% of the site is in flood zone 3. Policy states: Development of the site should reflect the sequential approach to flood risk management, focusing more sensitive development furthest from Fairywell Brook and natural landscaping used to mitigate flood risk				+	Less than 10% of the site is in flood zone 3. Policy states: Development of the site should reflect the sequential approach to flood risk management, focusing more sensitive development furthest from Fairywell Brook and natural landscaping used to mitigate flood risk	No change	
		Ensure adequate measures are in place to manage existing flood risk?	++	As above. In addition to policy makes reference to maximising the use of sustainable drainage systems				++	As above. In addition to policy makes reference to maximising the use of sustainable drainage systems	No change	
		Ensure that development does not increase flood risk due to increased run-off rates?	++	As above	As above	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	++	As above	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	Assume development will follow best practice and adhere to planning guidance	As above	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	o	Assume development will follow best practice and adhere to planning guidance	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o	Assumed compliance with best practice with regards to surface and ground water. Policy states: Development of the site should reflect the sequential approach to flood risk management, focusing more sensitive development furthest from Fairywell Brook	This is covered within a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	o	Assumed compliance with best practice with regards to surface and ground water. Policy states: Development of the site should reflect the sequential approach to flood risk management, focusing more sensitive development furthest from Fairywell Brook	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	o	As above	As above	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	o	As above	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	This is a consideration for detailed design and thematic policy.	As above	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	o	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	++	Reference in policy to maximising the use of renewable energies and promoting design to utilise Metrolink proposed line				++	Reference in policy to maximising the use of renewable energies and promoting design to utilise Metrolink proposed line	No change	
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	++	As above				++	As above	No change	
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	++	As above				++	As above	No change	
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	o	No landscape designations highlighted				o	No landscape designations highlighted	No change	
		Conserve and enhance the historic environment, heritage assets and their setting?	+	Policy states: Development within the site should not impact the listed buildings of Newall Green Farm	Consider heritage assets in policy and ensure enhancement	Partially	Allocation policy amended to incorporate suitable site mitigation to account for the historic landscape features within the site. However, the recommendation is also addressed by Thematic Policy GM-G 1, GM-E 2.	++	Policy states: Ensure development within the site should not impact the listed buildings of Newall Green Farm Incorporate suitable site mitigation to account for the historic landscape features within the site	Scoring has been increased from positive to very positive.	No further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	o	No landscape designations highlighted				o	No landscape designations highlighted	No change	

17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	-/+	Mostly urban with some agriculture	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	-/+	Mostly urban with some agriculture	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+/-	Mostly urban with some grade 3 (subset of Grade 3 not known, worst case scenario has been assumed)	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	+/-	Mostly urban with some grade 3 (subset of Grade 3 not known, worst case scenario has been assumed)	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	-	Mostly urban with some agriculture	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	-	Mostly urban with some agriculture	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	-	Mostly urban with some agriculture	As above	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	-	Mostly urban with some agriculture	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	O	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	O	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	O	No mention in policy	As above	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Timperley Wedge

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	Policy states: around 2,400 new homes				++	Policy states: around 2,500 new homes	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: incorporating a broad mix of housing types and tenures creating a distinctive neighbourhood with a clear sense of place				++	Policy states: Deliver a range of house types, sizes, layouts and tenures through a place-led approach	No change	
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Policy includes the provision of employment land, a new local centre and green space within the site.	The policy could be further enhanced by referencing links to the wider green network for both ecological and recreational benefits and identify what they are.	Yes	Allocation policy amended to provide accessible linkages to residential areas and the local centre from employment land, green links.	++	Policy includes the provision of employment land, a new local centre, additional school spaces, new health facilities and green space within the site.	No change has been made to scoring.	No further recommendations are made.
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Yes	Allocation policy amended to mitigate the impacts of climate change and utilise the most energy and water efficient technologies, exploring solutions to provide decentralised low carbon heat and energy. The recommendation is addressed by thematic Policy GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	++	Policy states: Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon. Explore and deliver the most appropriate solutions to providing decentralised low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks the implementation of renewable and low carbon heat and energy technologies and the co-location of potential heat and energy customers and suppliers	Scoring has been increased from neutral / no effect to very positive for consistency between allocation policies	No further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Policy states: Deliver a minimum of 60,000 sqm of employment land within the plan period to provide high quality office space to support the expansion of Manchester Airport and University Hospital South Manchester				++	Policy states: Deliver a minimum of 60,000 sqm of employment land within the plan period to provide high quality office space to support the expansion of Manchester Airport and University Hospital South Manchester	No change	
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: provide community infrastructure including education to support the new community	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Yes	Allocation policy amended to create employment and training opportunities for local people in particular through the construction phase, to be set out in a local labour and skills plan/agreement in accordance with Local Plan Policies. The recommendation is addressed by Thematic Policy GM-P 1, GM-E 4, GM-E 5	++	Policy states: provide community infrastructure including education to support the new community Create employment and training opportunities for local people in particular through the construction phase, to be set out in a local labour and skills plan/agreement in accordance with Local Plan Policies	No change has been made to scoring.	No further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	The site is adjacent to a number of existing bus stops. New public transport proposed: Deliver the Manchester Airport Metrolink Line, Western Leg extension including Metrolink stop(s); Incorporate a route for cycling and bus rapid transit to improve east west connections between Altrincham, HS2 and the Airport and contribute to the necessary improvements to the existing Strategic, Primary and Local Road Networks ensuring incorporation of the necessary public transport.				++	The site is adjacent to a number of existing bus stops. New public transport proposed: Deliver the Manchester Airport Metrolink Line, Western Leg extension including Metrolink stop(s); Incorporate a route for cycling and bus rapid transit to improve east west connections between Altrincham, HS2 and the Airport and contribute to the necessary improvements to the existing Strategic, Primary and Local Road Networks ensuring incorporation of the necessary public transport.	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Deliver the Manchester Airport Metrolink Line, Western Leg extension including Metrolink stop(s); Deliver a new spine road through the site to provide access and improve east west connections between Altrincham and Manchester Airport; Incorporate a route for cycling and bus rapid transit to improve east west connections between Altrincham, HS2 and the Airport; Contribute to the necessary improvements to the existing Strategic, Primary and Local Road Networks ensuring incorporation of the necessary public transport and deliver a network of new safe cycle and walking routes through the allocation, encouraging sustainable short journeys and promoting healthier lifestyles				++	Policy states: Deliver the Manchester Airport Metrolink Line, Western Leg extension including Metrolink stop(s); Deliver a new spine road through the site to provide access and improve east west connections between Altrincham and Manchester Airport; Incorporate a route for cycling and bus rapid transit to improve east west connections between Altrincham, HS2 and the Airport; Contribute to the necessary improvements to the existing Strategic, Primary and Local Road Networks ensuring incorporation of the necessary public transport and deliver a network of new safe cycle and walking routes through the allocation, encouraging sustainable short journeys and promoting healthier lifestyles	No change	
		Improve transport connectivity?	++	Policy states: Deliver the Manchester Airport Metrolink Line, Western Leg extension including Metrolink stop(s); Deliver a new spine road through the site to provide access and improve east west connections between Altrincham and Manchester Airport; Incorporate a route for cycling and bus rapid transit to improve east west connections between Altrincham, HS2 and the Airport; Contribute to the necessary improvements to the existing Strategic, Primary and Local Road Networks ensuring incorporation of the necessary public transport and deliver a network of new safe cycle and walking routes through the allocation, encouraging sustainable short journeys and promoting healthier lifestyles				++	Policy states: Deliver the Manchester Airport Metrolink Line, Western Leg extension including Metrolink stop(s); Deliver a new spine road through the site to provide access and improve east west connections between Altrincham and Manchester Airport; Incorporate a route for cycling and bus rapid transit to improve east west connections between Altrincham, HS2 and the Airport; Contribute to the necessary improvements to the existing Strategic, Primary and Local Road Networks ensuring incorporation of the necessary public transport and deliver a network of new safe cycle and walking routes through the allocation, encouraging sustainable short journeys and promoting healthier lifestyles	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not mentioned in policy	Consider feasibility study into requirements and ability of local network to support development	Yes	Allocation policy wording amended to make provision for necessary infrastructure such as utilities and broadband. The recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2	++	Policy states: Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies	Scoring has been increased from neutral / no effect to very positive for consistency between allocation policies	No further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	Cannot be certain that development will affect deprived areas however the allocation is close to Wythenshawe and provision of housing, employment and improved public transport are likely to have positive effects.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Allocation policy amended to create employment and training opportunities for local people in particular through the construction phase, to be set out in a local labour and skills plan/agreement in accordance with Local Plan Policies. Policy justification states that targets for training and employment of local people could be agreed between developers, local colleges and the local authority. The recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	++	Policy states: Create employment and training opportunities for local people in particular through the construction phase, to be set out in a local labour and skills plan/agreement in accordance with Local Plan Policies	Scoring has been increased from positive to very positive for consistency between allocation policies	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	Cannot be certain that development will affect deprived areas however the allocation is close to Wythenshawe and provision of housing, employment and improved public transport are likely to have positive effects.		Yes	Allocation policy amended to create employment and training opportunities for local people in particular through the construction phase, to be set out in a local labour and skills plan/agreement in accordance with Local Plan Policies. Policy justification states that targets for training and employment of local people could be agreed between developers, local colleges and the local authority. The recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	++	Policy states: Create employment and training opportunities for local people in particular through the construction phase, to be set out in a local labour and skills plan/agreement in accordance with Local Plan Policies	Scoring has been increased from positive to very positive for consistency between allocation policies	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	++	Policy states: Ensure new development is sensitively Integrated with existing residential areas				++	Policy states: Ensure new development is sensitively Integrated with existing residential areas	No change	
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	++	As above. Assumed to be covered through sensitive integration				++	As above. Assumed to be covered through sensitive integration	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change	
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy makes significant reference to walking and cycling improvements including improving east west cycling connections linking Altrincham and Manchester Airport, and delivering a network of new safe cycle and walking routes through the allocation, encouraging sustainable short journeys and promoting healthier lifestyles. In reference to green infrastructure the policy makes significant reference to improvements including providing a significant area of enhanced and accessible Green Infrastructure within the area of the allocation to remain in the Green Belt. In addition, it proposed, new green spaces for recreational use, minimising impacts on SBIs and ancient woodland, increased level of sports and recreation facilities.				++	Policy makes significant reference to walking and cycling improvements including improving east west cycling connections linking Altrincham and Manchester Airport, and delivering a network of new safe cycle and walking routes through the allocation, encouraging sustainable short journeys and promoting healthier lifestyles. In reference to green infrastructure the policy makes significant reference to improvements including providing a significant area of enhanced and accessible Green Infrastructure within the area of the allocation to remain in the Green Belt. In addition, it proposed, new green spaces for recreational use, minimising impacts on SBIs and ancient woodland, increased level of sports and recreation facilities.	No change	
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	++	The policy makes significant reference to improvements including providing a significant area of enhanced and accessible Green Infrastructure within the area of the allocation to remain in the Green Belt. In addition, it proposed, new green spaces for recreational use, minimising impacts on SBIs and ancient woodland, increased level of sports and recreation facilities.				++	The policy makes significant reference to improvements including providing a significant area of enhanced and accessible Green Infrastructure within the area of the allocation to remain in the Green Belt. In addition, it proposed, new green spaces for recreational use, minimising impacts on SBIs and ancient woodland, increased level of sports and recreation facilities.	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	++	Policy states: Provide community infrastructure including education and health facilities to support the new community	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	++	Policy states: Provide and contribute to community infrastructure including education and health facilities to support the new community	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Provide community infrastructure including education and health facilities to support the new community	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy amended to provide additional primary school places, including a new primary school and contribute to the provision of secondary school places. The recommendation is addressed by Thematic Policy GM-E 5.	++	Policy states: Provide additional primary school places, including a new primary school and contribute to the provision of secondary school places	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Policy states: Increase and enhance the level of sports and recreation facilities to meet the future needs of the existing and new local community	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording amended in relation to open space, but still ensures appropriate green infrastructure is provided, to meet the future needs of the existing and new local community. The recommendation is also addressed by Thematic Policy GM-E 5.	++	Policy states: Provide a significant area of enhanced and accessible green infrastructure (including new public rights of way) within a rural park to remain in the Green Belt.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Provide community infrastructure including education and health facilities to support the new community	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy amended to provide additional primary school places, including a new primary school and contribute to the provision of secondary school places. The recommendation is addressed by Thematic Policy GM-E 5.	++	Policy states: Provide additional primary school places, including a new primary school and contribute to the provision of secondary school places	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				+	Policy states: Create employment and training opportunities for local people in particular through the construction phase, to be set out in a local labour and skills plan/agreement in accordance with Local Plan Policies	Scoring has changed from neutral to positive for consistency between allocation policies	
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy makes significant reference to walking and cycling improvements including improving east west cycling connections linking Altrincham and Manchester Airport, and delivering a network of new safe cycle and walking routes through the allocation, encouraging sustainable short journeys and promoting healthier lifestyles.				++	Policy makes significant reference to walking and cycling improvements including improving east west cycling connections linking Altrincham and Manchester Airport, and delivering a network of new safe cycle and walking routes through the allocation, encouraging sustainable short journeys and promoting healthier lifestyles.	No change	
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++		No change	
		Support the use of sustainable and active modes of transport?	++					++		No change	
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/–	An AQMA is located directly adjacent to the allocation to the south east. The policy makes reference to improved active transport. Trips to new development may affect air quality at nearby sensitive receptors.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Yes	Allocation policy amended to create wildlife corridors and accessible green infrastructure, make provision for electric vehicle charging infrastructure, and promotion of active travel over private cars through walking/cycle networks. The recommendation is addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2.	++/–	An AQMA is located directly adjacent to the allocation to the south east. The policy makes reference to improved active transport, new green infrastructure, walking and cycling networks. Trips to new development may affect air quality at nearby sensitive receptors.	Score has improved from positive/very negative to very positive/very negative for consistency between allocation policies	No further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	++	Site is located within a site of biological interest 'Ponds at Davenport Green' and 'Davenport Green Wood', Ancient & Semi-Natural Woodland, a priority habitat for deciduous woodland and a wildlife corridor. The policy reflects this stating: Provide a significant area of enhanced and accessible Green Infrastructure within the area of the allocation to remain in the Green Belt; Provide new accessible green spaces for recreation use, within the development areas, which will be protected from future development. Consideration will be given to identifying some of this land as Local Green Space; Protect enhance and minimise adverse effects on environmental assets including SBIs and ancient woodland both within and adjacent to the allocation and enhance landscape features to create defensible Green Belt boundaries and deliver a clear and measurable net gain in biodiversity and make appropriate provision for long-term management of habitats and geological features				++	Site is located within a site of biological interest 'Ponds at Davenport Green' and 'Davenport Green Wood', Ancient & Semi-Natural Woodland, a priority habitat for deciduous woodland and a wildlife corridor. The policy reflects this stating: Provide a significant area of enhanced and accessible Green Infrastructure within the area of the allocation to remain in the Green Belt; Provide new accessible green spaces for recreation use, within the development areas, which will be protected from future development. Consideration will be given to identifying some of this land as Local Green Space; Protect enhance and minimise adverse effects on environmental assets including SBIs and ancient woodland both within and adjacent to the allocation and enhance landscape features to create defensible Green Belt boundaries and deliver a clear and measurable net gain in biodiversity and make appropriate provision for long-term management of habitats and geological features	No change	
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	++					++		No change	
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++					++		No change	
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	++					++		No change	
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	Small sections of the site contain flood zone 2 and 3, including Fairywell Brook and Timperley Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	This is covered within thematic policies.	Yes	Allocation policy wording amended to include a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases, seeking to actively reduce the impact of potential flood risk both within and beyond the site, incorporating on-site measures to deal with surface water run off. The recommendation is addressed by Thematic Policy GM- S 5 and a masterplan required in the allocations policy will determine this.	++	Small sections of the site contain flood zone 2 and 3, including Fairywell Brook and Timperley Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	Scoring has been increased from neutral / no effect to very positive for consistency between allocation policies	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	Small sections of the site contain flood zone 2 and 3, including Fairywell Brook and Timperley Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Yes	Allocation policy wording amended to include a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases, seeking to actively reduce the impact of potential flood risk both within and beyond the site, incorporating on-site measures to deal with surface water run off. The recommendation is addressed by Thematic Policy GM- S 5 and a masterplan required in the allocations policy will determine this.	++	Small sections of the site contain flood zone 2 and 3, including Fairywell Brook and Timperley Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases.	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	+	Small sections of the site contain flood zone 2 and 3, including Fairywell Brook and Timperley Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Yes	Allocation policy wording amended to include a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases, seeking to actively reduce the impact of potential flood risk both within and beyond the site, incorporating on-site measures to deal with surface water run off. The recommendation is addressed by Thematic Policy GM- S 5 and a masterplan required in the allocations policy will determine this.	++	Small sections of the site contain flood zone 2 and 3, including Fairywell Brook and Timperley Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases.	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	+	Small sections of the site contain flood zone 2 and 3, including Fairywell Brook and Timperley Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	Flood risk to adjacent sites should be considered in design	Yes	Allocation policy wording amended to include a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases, seeking to actively reduce the impact of potential flood risk both within and beyond the site, incorporating on-site measures to deal with surface water run off. The recommendation is addressed by Thematic Policy GM-G 1, GM-G 2, GM-G 7 and a masterplan required in the allocations policy will determine this.	++	Small sections of the site contain flood zone 2 and 3, including Fairywell Brook and Timperley Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases.	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	Small sections of the site contain flood zone 2 and 3, including Fairywell Brook and Timperley Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	Flood risk to adjacent sites should be considered in design	Yes	Allocation policy wording amended to include a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases, seeking to actively reduce the impact of potential flood risk both within and beyond the site, incorporating on-site measures to deal with surface water run off. The recommendation is addressed by Thematic Policy GM- S 5 and a masterplan required in the allocations policy will determine this.	++	Small sections of the site contain flood zone 2 and 3, including Fairywell Brook and Timperley Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases.	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. The policy states: Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the EU Water Framework Directive	This is covered within thematic policies.	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. The policy states: Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the EU Water Framework Directive	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. The policy states: Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the EU Water Framework Directive	This is covered within thematic policies.	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. The policy states: Protect and enhance the habitats and corridors along Fairywell Brook and Timperley Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the EU Water Framework Directive	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within thematic policies.	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking, in addition to significant public transport provision. No reference to low carbon or renewables	Make reference to low carbon and renewable energy	Yes	Allocation policy amended to mitigate the impacts of climate change and utilise the most energy and water efficient technologies, exploring solutions to provide decentralised low carbon heat and energy. The recommendation is addressed by thematic Policy GM-S 2, GM-S 3 & GM-S 4	++	Policy states: Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon. Explore and deliver the most appropriate solutions to providing decentralised low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks the implementation of renewable and low carbon heat and energy technologies and the co-location of potential heat and energy customers and suppliers Ensure the design of new buildings and development layouts maximise the amount of renewable energy that can be generated via solar PV and other green technologies, linked to the provision of and supply to electric vehicle charging infrastructure	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.

15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	No mention in policy	Make reference to low carbon and renewable energy	Yes	Allocation policy amended to mitigate the impacts of climate change and utilise the most energy and water efficient technologies, exploring solutions to provide decentralised low carbon heat and energy. The recommendation is addressed by thematic Policy GM-S2 and GM-S3.	++	Policy states: Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon. Explore and deliver the most appropriate solutions to providing decentralised low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks the implementation of renewable and low carbon heat and energy technologies and the co-location of potential heat and energy customers and suppliers Ensure the design of new buildings and development layouts maximise the amount of renewable energy that can be generated via solar PV and other green technologies, linked to the provision of and supply to electric vehicle charging infrastructure	Scoring has been increased from neutral/ no effect to very positive for consistency between allocation policies	No further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	No mention in policy	Make reference to low carbon and renewable energy	Yes	Allocation policy amended to mitigate the impacts of climate change and utilise the most energy and water efficient technologies, exploring solutions to provide decentralised low carbon heat and energy. The recommendation is addressed by thematic Policy GM-S2 and GM-S3.	++	Policy states: Mitigate the impacts of climate change and utilise the most energy and water efficient technologies to achieve zero carbon. Explore and deliver the most appropriate solutions to providing decentralised low carbon heat and energy as part of new residential and employment development. This will include exploring the potential for the development of district heat, cooling and energy networks the implementation of renewable and low carbon heat and energy technologies and the co-location of potential heat and energy customers and suppliers Ensure the design of new buildings and development layouts maximise the amount of renewable energy that can be generated via solar PV and other green technologies, linked to the provision of and supply to electric vehicle charging infrastructure	Scoring has been increased from neutral/ no effect to very positive for consistency between allocation policies	No further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: Provide new accessible green spaces for recreation use, within the development areas, which will be protected from future development. Consideration will be given to identifying some of this land as Local Green Space				+	Policy states: Provide new accessible green spaces for recreation use, within the development areas, which will be protected from future development. Consideration will be given to identifying some of this land as Local Green Space	No change	
		Conserve and enhance the historic environment, heritage assets and their setting?	+	The site contains listed structures Davenport Green Farmhouse, Hall and Barn Policy states: Protect and enhance heritage assets and their settings within the allocation, particularly listed structures including Davenport Green Farmhouse, Hall and Barn	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases.	Yes	Allocation policy amended to positively conserve heritage assets in the area with a Heritage Impact Assessment. The recommendation is addressed by Thematic Policy GM-G 1, GM-E 2 and a masterplan required in the allocations policy will determine this..	++	The site contains listed structures Davenport Green Farmhouse, Hall and Barn Policy states: Protect and enhance heritage assets and their settings within the allocation, particularly listed structures including Davenport Green Farmhouse, Hall and Barn Be in accordance with the Council's adopted Design Guide embracing strategic design principles, including creating connected communities, redefining streets, delivering inclusive characterful design and responding to heritage Positively conserve all aspects of the historic environment as appropriate without harm to the significance of heritage assets or their setting and in line with a Heritage Impact Assessment	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	+	Policy states: creates a distinctive neighbourhood with a clear sense of place				+	Policy states: creates a distinctive neighbourhood with a clear sense of place	No change	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield in agricultural use	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield in agricultural use	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	The site is mainly Grade 3 Agricultural Land (assumed 3a worst case scenario), and the north west corner is urban land	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	The site is mainly Grade 3 Agricultural Land (assumed 3a worst case scenario), and the north west corner is urban land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Bolton

Bewshill Farm

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	O	No housing proposed				O	No housing proposed	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	No housing proposed				O	No housing proposed	No change	
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	O	No housing proposed				O	No housing proposed	No change	
		Support improvements in the energy efficiency and resilience of the housing stock?	O	No housing proposed				O	No housing proposed	No change	
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Employment site	Reference could be made in policy to the amount of employment land that is proposed.	Yes	Changes have been made to the allocation policy wording.	++	Allocation policy wording states: Provide a location for around 21,000 sq m of industrial and warehousing floorspace	No change has been made to scoring.	No further recommendations are made.
		Support education and training to provide a suitable labour force for future growth?	O	No mention in policy	The policy should reference the potential to link local jobs to the site if appropriate education and training is provided locally.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-P1, GM-E4, GM-E5.	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	Existing public transport near by - 4 bus stops to west and east of site.				++	Existing public transport near by - 4 bus stops to west and east of site.	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	?	No mention in policy				?	No mention in policy	No change	
		Improve transport connectivity?	?	No mention in policy				?	No mention in policy	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	There is no mention of this type of infrastructure.	Consider feasibility study into requirements and ability of local network to support development.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2.	?	There is no mention of this type of infrastructure.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	?	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	Changes have been made to the allocation policy wording, including, reference to the local link service, which will provide transport to deprived areas. The recommendation is also addressed by thematic Policy GM-E1, GM-E4, GM-E5 & GM-P1 .	? / +	Cannot be certain that development will affect deprived areas, but improvements in accessibility will assist.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	?	Cannot be certain that development will affect deprived areas.				? / +			
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	?	Policy does not mention integration with existing communities however this is an employment only site.				?	Policy does not mention integration with existing communities however this is an employment only site.	No change	
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	?	Nothing proposed				?	Nothing proposed	No change	
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect protected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect protected characteristics	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	?	Nothing proposed				?	Nothing proposed	No change	
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	?	Nothing proposed				?	Nothing proposed	No change	
		Reduce health inequalities within GM and with the rest of England?	?	Nothing proposed				?	Nothing proposed	No change	
		Promote access to green space?	?	Nothing proposed				?	Nothing proposed	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No new provision is referred to. Proposal for employment land is unlikely to affect local capacity.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-E5, GM-E6 & GM-E7.	O	No new provision is referred to.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	O					O			
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O					O			
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	No new provision is referred to				O	No new provision is referred to	No change	
		Improve educational and skill levels of the population of working age?	O	No new provision is referred to	Link new employment to the provision of training and education such as apprenticeships	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E4 & GM-E5	O	No new provision is referred to	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	-	No reference in policy to sustainable or active transport. There are bus links around the existing site.	The policy should make reference to enhancing sustainable transport and consider maximising the benefits from use of the existing facilities.	Yes	Changes have been made to the allocation policy wording, including, reference to the local link service, which will provide transport to deprived areas. The recommendation is also addressed by thematic Policy GM-E1, GM-G2, GM-N4, GM-N5 & GM-N7	+	Reference in policy to local link service. There are also bus links around the existing site.	Scoring has been increased from negative to positive.	No further recommendations are made.
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	-					+			
		Support the use of sustainable and active modes of transport?	-					+			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	--	Site is within 150m of an AQMA and policy does not make reference to public transport improvements	Include air quality mitigation and protection. Seek to minimise the number of trips made by private car to / from the site. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles.	Partially	Changes have been made to the allocation policy wording, including reference to the local link service. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	--/+	Site is within 150m of an AQMA. Allocation policy makes reference to public transport improvements - local link service	Scoring has been increased from very negative to very negative/positive.	No further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	-	The proposed site is adjacent to a priority habitat for deciduous woodland and the site is located 42m from a site of biological importance. No mitigation is proposed. The policy states the requirement for high quality landscaping.	Make reference to mitigation in the policy. Consider ecological receptors throughout detailed design to reduce risk through construction and operational phases.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10. It is considered that the site is too small to consider ecological or landscape corridors	-	The proposed site is adjacent to a priority habitat for deciduous woodland and the site is located 42m from a site of biological importance. The policy states the requirement for high quality landscaping along the A6 frontage.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	-					-			
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?	The policy does not make a reference to green infrastructure	Landscaping should look to tie in to ecological or recreation corridors where appropriate and not just for buffers and screening			?	The policy does not make a reference to green infrastructure	No change has been made to scoring.	No further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	?	As above				?			
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	Average Flood Vulnerability				O	Average Flood Vulnerability	No change	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	Not adjacent to areas of flood zone 2 or 3				O	Not adjacent to areas of flood zone 2 or 3	No change	
		Ensure adequate measures are in place to manage existing flood risk?	O	Not adjacent to areas of flood zone 2 or 3				O	Not adjacent to areas of flood zone 2 or 3	No change	
		Ensure that development does not increase flood risk due to increased run-off rates?	O	Not adjacent to areas of flood zone 2 or 3				O	Not adjacent to areas of flood zone 2 or 3	No change	
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	Not adjacent to areas of flood zone 2 or 3				O	Not adjacent to areas of flood zone 2 or 3	No change	
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	Assumed compliance with best practice with regards to surface and ground water.	Consider how development might align with the strategic aims of the WFD.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S5	O	Assumed compliance with best practice with regards to surface and ground water.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.	No change	
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.	No change	
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	-/?	No mention in policy	Make reference in policy to the need to encourage low-carbon generation and reduce emissions. Seek opportunities to include renewable energy within the sites, such as solar panels.	Partially	Changes have been made to the allocation policy wording, including reference to the local link service. The recommendation is also addressed by thematic Policy GM-S2, GM-S3 & GM-S4.	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 & GM-S3.	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy				-/?	No mention in policy		
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	There are no designations nearby the site	The policy should reference the potential to link local jobs to the site if appropriate education and training is provided locally.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-P1, GM-E4, GM-E5.	O	There are no designations nearby the site	No change	When the framework is read as a whole, no further recommendations are made.
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no designations nearby the site				O	There are no designations nearby the site	No change	
		Respect, maintain and strengthen local character and distinctiveness?	?	Not mentioned in the policy				?	Not mentioned in the policy	No change	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield				--	Greenfield	No change	
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	Grade 3 agricultural land	Consider feasibility study into requirements and ability of local network to support development.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2.	--	Grade 3 agricultural land	No change	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	Changes have been made to the allocation policy wording, including, reference to the local link service, which will provide transport to deprived areas. The recommendation is also addressed by thematic Policy GM-E1, GM-E4, GM-E5 & GM-P1 .	--	Greenfield	No change	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield				--	Greenfield	No change	
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-E1.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o			

Chequerbent North

			2019					2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	O	No housing proposed				O	No housing proposed		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	No housing proposed				O	No housing proposed		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	O	No housing proposed				O	No housing proposed		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	No housing proposed				O	No housing proposed		
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Employment site. Proposed 25,000 sqm of B2 and B8 uses.				++	Employment site. Proposed 25,000 sqm of B2 and B8 uses.		
		Support education and training to provide a suitable labour force for future growth?	O	No mention in policy				O	No mention in policy		
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	Existing public transport near by, and propose financial contributions to good enhance access by public transport, walking and cycling				++	Existing public transport near by, and propose financial contributions to good enhance access by public transport, walking and cycling		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Existing public transport near by, and propose financial contributions to good enhance access by public transport, walking and cycling				++	Existing public transport near by, and propose financial contributions to good enhance access by public transport, walking and cycling		
		Improve transport connectivity?	++	Existing public transport near by, and propose financial contributions to good enhance access by public transport, walking and cycling				++	Existing public transport near by, and propose financial contributions to good enhance access by public transport, walking and cycling		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	There is no mention of this type of infrastructure.				O	There is no mention of this type of infrastructure.		
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	?	Cannot be certain that development will affect deprived areas however it will provide employment in close proximity to areas of deprivation.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	Changes have been to the allocation policy wording, including, reference to the local link service, which will provide transport to deprived areas. The recommendation is also addressed by thematic Policy GM-E1, GM-E4, GM-E5 & GM-P1 .	?	Cannot be certain that development will affect deprived areas however it will provide employment in close proximity to areas of deprivation.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	?					?			
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	?	Policy does not mention integration with existing communities however this is an employment only site.				?	Policy does not mention integration with existing communities however this is an employment only site.		
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	?	Nothing proposed				?	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	?	Nothing proposed				?	Nothing proposed		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy states: Provide financial contributions for good quality access to the site by motor vehicles, public transport, walking and cycling. Require high quality landscaping particularly alongside the western boundary				++	Policy states: Provide good quality access to the site by motor vehicle, public transport, walking and cycling, including improvements to the Chequerbent roundabout Require 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		
		Reduce health inequalities within GM and with the rest of England?	?	Strategic aim which is not likely to be affected by site proposals.				?	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	O	Not referenced in policy				O	Not referenced in policy		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No new provision is referred to. Proposal for employment land is unlikely to affect local capacity.				O	No new provision is referred to. Proposal for employment land is unlikely to affect local capacity.		
		Ensure sufficient access to educational facilities for all children?	O	As above				O	As above		
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	As above				O	As above		
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	No new provision is referred to				O	No new provision is referred to		
		Improve educational and skill levels of the population of working age?	O	No new provision is referred to	Link new employment to the provision of training and education such as appentieceships	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E4 & GM-E5	O	No new provision is referred to	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Provide financial contributions for good quality access to the site by motor vehicles, public transport, walking and cycling.	The policy should make reference to enhancing sustainable transport and consider maximising the benefits from use of the existing facilities, particularly for workers accessing the site.	Yes	Changes have been to the allocation policy wording, including, reference to the provison of good quality access to the site by motor vehicle, public transport, walking and cycling, including improvements to the Chequerbent roundabout. The recommendation is also addressed by thematic Policy GM-E1, GM-G2, GM-N4, GM-N5 & GM-N7	++	Policy states: Provide good quality access to the site by motor vehicle, public transport, walking and cycling, including improvements to the Chequerbent roundabout	No change has been made to scoring.	No further recommendations are made.
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+	As above, however the site is proposed for B8 uses and therefore it is likely that there will be vehicles access the site from the surrounding motorway network.				++	As above, however the site is proposed for industrial and warehousing uses and therefore it is likely that there will be vehicles access the site from the surrounding motorway network.	Scoring has increased from positive to very positive	
		Support the use of sustainable and active modes of transport?	+					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	--/+	Site is within 150m of an AQMA but policy does refer to financial contributions for good quality access by public transport, walking and cycling.	Include air quality mitigation and protection. Seek to minimise the number of trips made by private car to / from the site. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles.	Partially	Changes have been to the allocation policy wording, including reference to the local link service. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	--/+	Site is within 150m of an AQMA but policy does refer to financial contributions for good quality access by public transport, walking and cycling.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	O	The proposed site is adjacent to a priority habitat for deciduous woodland. No mitigation is proposed. The policy states the requirement for high quality landscaping along the western boundary and retaining trees and hedgerows along the eastern boundary.	Make reference to mitigation in the policy. Consider ecological receptors throughout detailed design to reduce risk through construction and operational phases. Highlight the potential for landscaping to be more than a screen / buffer and set out what it will achieve.	Partially	Amendments have been made to policy text, including the requirement for 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. The recommendation is also addressed by thematic Policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10.	O	The proposed site is adjacent to a priority habitat for deciduous woodland. No mitigation is proposed. The policy states the requirement for 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	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	O					O		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?	The policy does not make reference to green infrastructure	Make reference to protection and enhancement of green infrastructure			?	The policy does not make reference to green infrastructure	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?					?		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	Relatively low flood risk				+	Relatively low flood risk	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	No adjacent flood zone 2 or 3				O	No adjacent flood zone 2 or 3		
		Ensure adequate measures are in place to manage existing flood risk?	O	No adjacent flood zone 2 or 3				O	No adjacent flood zone 2 or 3		
		Ensure that development does not increase flood risk due to increased run-off rates?	O	No adjacent flood zone 2 or 3				O	No adjacent flood zone 2 or 3		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	No adjacent flood zone 2 or 3				O	No adjacent flood zone 2 or 3		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	Assumed compliance with best practice with regards to surface and ground water.	Consider how development might align with the strategic aims of the WFD.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic Policy GM-S5.	O	Assumed compliance with best practice with regards to surface and ground water.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to public transport, cycling and walking	Make reference to energy efficiency directly, and ways that it can be increased,, such as highlighting the benefits of sustainable modes of transport and the potential for solar panels on large scale buildings..	Yes	Changes have been to the allocation policy wording, including reference to the provison of good quality access to the site by motor vehicle, public transport, walking and cycling, including improvements to the Chequerbent roundabout. The recommendation is also addressed by thematic Policy GM-S2, GM-S3 & GM-S4.	++	Reference in policy to public transport, cycling and walking	Scoring has increased from positive to very positive.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 & GM-S3.	-	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-	No mention in policy				-	No mention in policy		
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	There are no designations nearby the site				O	There are no designations nearby the site		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no designations nearby the site				O	There are no designations nearby the site		
		Respect, maintain and strengthen local character and distinctiveness?	?	Not mentioned in the policy				?	Not mentioned in the policy		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	Mainly PDL with some greenfield land				+	Mainly PDL with some greenfield land		
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	++	Urban				++	Urban		
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	Mainly PDL with some greenfield land				+	Mainly PDL with some greenfield land		
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	Mainly PDL with some greenfield land				+	Mainly PDL with some greenfield land		
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	++	Policy states: Ensure the extraction of any viable sandstone, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan	Promote sustainable construction methods.	No	No changes made to the policy wording to promote sustainable construction methods. In addition, it is not considered that the recommendation is addressed by thematic policy. Sustainable use of resources is covered by Policy Reference to ensure the extraction of any viable sandstone, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan has been removed as this is already a policy in the GM Minerals Plan.	O	No mention in policy.	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate policy within the Sustainability and Resilience Chapter.
		Promote movement up the waste hierarchy?	O	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy Policy GM-S7.	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	O	No mention in policy	As above			O	No mention in policy		

West of Wingates

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	O	No housing proposed				O	No housing proposed		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	No housing proposed				O	No housing proposed		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	O	No housing proposed				O	No housing proposed		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	No housing proposed				O	No housing proposed		
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Employment site: 440,000 sqm. B2 or B8 uses				++	Employment site: 440,000 sqm. for a mix of large scale warehousing and advanced manufacturing		
		Support education and training to provide a suitable labour force for future growth?	O	No mention in policy	Consider how employment land can enhance work force skills and training.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-P1, GM-E4, GM-E5	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	Existing public transport near by- bus stops adjacent to the site				++	Existing public transport near by- bus stops adjacent to the site		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Makes reference to providing financial contributions for enhancement of the highway network, public transport facilities, including bus services. Policy states: Ensure that good quality road access is provided, including a link from the A6 to Westhoughton. Take advantage of the site's location near Junction 6 of the M61, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads. Provide financial contributions to the enhancement of the highway network, public transport facilities or other improvements identified through a transport assessment; this should include bespoke bus services linking Westhoughton to Horwich Parkway and Middlebrook.				++	Makes reference to providing financial contributions for enhancement of the highway network, public transport facilities, including bus services. Policy states: Ensure that good quality road access is provided, allowing a link from the A6 to Westhoughton. Take advantage of the site's location near Junction 6 of the M61, whilst making sure that it has no significantly adverse effect on the motorway or other surrounding roads. Provide financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment.		
		Improve transport connectivity?	++	Makes reference to providing financial contributions for enhancement of the highway network, public transport facilities, including bus services				++	Makes reference to providing financial contributions for enhancement of the highway network, public transport facilities, including bus services.		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	There is no mention of this type of infrastructure.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2.	O	There is no mention of this type of infrastructure.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	? / +	Cannot be certain that development will affect deprived areas. However the site is in close proximity to deprived areas so could have a benefit, although no mention in policy.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Changes have been to the allocation policy wording, including reference to the provision of financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment. The recommendation is also addressed by thematic Policy GM-E1, GM-E4, GM-E5 & GM-P1 .	? / +	Cannot be certain that development will affect deprived areas. However the site is in close proximity to deprived areas so could have a benefit, although no mention in policy. Contributions to facilitate access by non-car modes will also assist.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	? / +								
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Policy does not mention integration with existing communities however this is an employment only site.				O	Policy does not mention integration with existing communities however this is an employment only site.		
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Nothing proposed				O	Nothing proposed		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	Policy states: Incorporate very high levels of landscaping, including the retention of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate against its environmental impacts	Incorporate active transport improvements	Yes	Changes have been to the allocation policy wording, including the provision of financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment. The recommendation is also addressed by thematic policy GM-E5 & GM-E6.	++	Allocation policy states: Incorporate very high levels of landscaping, including the retention of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate against its environmental impacts Provide financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment,	Scoring has increased from positive effect to very positive effect.	No further recommendations are made.
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	O	Not referenced in policy				O	Not referenced in policy		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No new provision is referred to. Proposal for employment land is unlikely to affect local capacity.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-E5, GM-E6 & GM-E7.	O	No new provision is referred to. Proposal for employment land is unlikely to affect local capacity.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	O					O			
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O					O			
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	No new provision is referred to	Link new employment to the provision of training and education such as apprenticeships	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E4 & GM-E5	O	No new provision is referred to	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No new provision is referred to				O			
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	Policy states: Provide financial contributions to the enhancement of the highway network, public transport facilities or other improvements identified through a transport assessment; this should include bespoke bus services linking Westhoughton to Horwich Parkway and Middlebrook	If possible, highlight role of active transport. However location of the site may not allow for this.	Yes	Changes have been to the allocation policy wording, including the provision of financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment. The recommendation is also addressed by thematic policy GM-E1, GM-G2, GM-N4, GM-N5 & GM-N7	++	Policy states: Provide financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment	Scoring has increased from positive effect to very positive effect.	No further recommendations are made.
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+					++			
		Support the use of sustainable and active modes of transport?	+					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	-/+	Site is within 500m of AQMA. The policy makes reference to provision of improved public transport	Include air quality mitigation and protection. Seek to minimise the number of trips made by private car to / from the site and encourage active travel. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles.	Partially	Changes have been to the allocation policy wording, including the provision of financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2.	-/+	Site is within 500m of AQMA. The policy makes reference to provision of improved public transport	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	++/?	Development presents risk and opportunity to existing ecological receptors. Special area of conservation: Site is 9.299 km from Manchester Mosses Priority habitats: 0.09% of site covers deciduous woodland; lowland fens, no main habitat but additional habitats Sites of special scientific interest: Site is 1.6km from Red Moss SSSI Local nature reserves: Site is 116 m from Borsdane Wood Sites of biological importance: 0.4% of site is covered by SBI [Pond at Four Gates; Great Crested Newt] Site is within 150 m of 1 SBIs [Borsdane Wood East] Policy states: . Protect the Site of Biological Importance within the site from development and incorporate very high levels of landscaping, including the retention of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate its environmental impacts.	Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases. In addition, ensure that a significant section of the site is retained for green infrastructure	Yes	Allocation policy wording states that development should be in accordance with a masterplan that shows phasing within the site, and which areas should or should not be developed. Policy wording also references the need to protect the Site of Biological importance at Four Gates from development and incorporate very high levels of landscaping where practicable, so as to mitigate against its environmental impact. The recommendation is also addressed by thematic Policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10.	++	Development presents risk and opportunity to existing ecological receptors. Special area of conservation: Site is 9.299 km from Manchester Mosses Priority habitats: 0.09% of site covers deciduous woodland; lowland fens, no main habitat but additional habitats Sites of special scientific interest: Site is 1.6km from Red Moss SSSI Local nature reserves: Site is 116 m from Borsdane Wood Sites of biological importance: 0.4% of site is covered by SBI [Pond at Four Gates; Great Crested Newt] Site is within 150 m of 1 SBIs [Borsdane Wood East] Policy states: . Protect the Site of Biological Importance within the site from development and incorporate very high levels of landscaping, including the retention of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape and mitigate its environmental impacts.	Scoring has increased from very positive/uncertain to very positive.	No further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	++/?					++/?			
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?/+			Partially		?/+	No new provision is referred to	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O					O			
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	Flood vulnerability: Average / Relatively low. Policy states: Fully mitigate against any flood risk	Design should also consider how to address other risks associated with climate change, such as high temperature events. Resilient Masterplan design might include best practice for cooling during high temperature and other weather events associated with climate change.	Partially	Changes have been made to policy wording, including the removal of reference to mitigation against any flood risk. However, the recommendation is addressed by thematic Policy GM-S2, GM-S4 & GM-S5	+	Flood vulnerability: Average / Relatively low. Policy no longer states: Fully mitigate against any flood risk	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	Site is not in a flood zone	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk,	Partially	Changes have been made to policy wording, including the removal of reference to mitigation against any flood risk. However, the recommendation is addressed by thematic Policy GM-S5.	O	Site is not in a flood zone	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	O	Site is not in a flood zone Policy states: Fully mitigate against any flood risk				O	Site is not in a flood zone Policy no longer states: Fully mitigate against any flood risk		
		Ensure that development does not increase flood risk due to increased run-off rates?	O	Site is not adjacent to any flood risk areas				O	Site is not adjacent to any flood risk areas Policy no longer states: Fully mitigate against any flood risk		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	Site is not adjacent to any flood risk areas				O	Site is not adjacent to any flood risk areas Policy no longer states: Fully mitigate against any flood risk		
	Protect and improve the quality and	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	Consider how the development might align with strategic aims of WFD, including achieving "good status" and emitting emissions to	Partially	Changes have been made to policy wording, including the removal of reference to mitigation against any flood risk. However, the	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

14	The quality and availability of water resources	Promote management practices that will protect water features from pollution?	O	As above	water.		recommendation is addressed by thematic Policy GM-S3.	O			
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	Consideration for detailed design and thematic policy	Consideration for detailed design and thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S1.	O	Consideration for detailed design and thematic policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Policy states: Provide financial contributions to the enhancement of public transport No mention of energy use or energy efficiency.	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Yes	Changes have been made to policy wording, including the provision of financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment. The recommendation is also addressed by thematic Policy GM-S2, GM-S3 & GM-S4.	+	Policy states: Provide financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment No mention of energy use or energy efficiency.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention of low carbon and renewable energy facilities in policy wording		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 & GM-S3.	-/?	No mention of low carbon and renewable energy facilities in policy wording		
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention of low carbon and renewable energy facilities in policy wording				-/?	No mention of low carbon and renewable energy facilities in policy wording		
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: Incorporate very high levels of landscaping and minimise visual impact on the wider landscape				+	Policy states: Incorporate very high levels of landscaping and minimise visual impact on the wider landscape		
		Conserve and enhance the historic environment, heritage assets and their setting?	-/+	Site is near to Grade II Church of St John The Evangelist (600m) Site is 1.3km from listed building [Georgian House Hotel; Grade: II	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases.	Partially	Changes have been made to the allocation policy wording, including referencing the protection and enhancement of heritage assets. The recommendation is also addressed by thematic Policy GM-G1 & GM-E2	-/+	Site is near to Grade II Church of St John The Evangelist (600m) Site is 1.3km from listed building [Georgian House Hotel; Grade: II	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	?	Not mentioned in policy				?	Not mentioned in policy		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	-	Greenfield with a small amount of PDL	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	-	Greenfield with a small amount of PDL	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	6.9% grade 3 agricultural 93.1% urban (subset of Grade 3 not known, worst case scenario has been assumed)	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	--	Grade 3 agricultural land and urban		
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	-	Greenfield with a small amount of PDL	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	-	Greenfield with a small amount of PDL	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	-	Greenfield with a small amount of PDL		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	-			
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	++	Policy states: Ensure the extraction of any viable sandstone, surface coal and/or brickclay resources in advance of construction, in accordance with the relevant policies of the Greater Manchester Joint Minerals Plan	Promote sustainable construction methods	No	Changes have been made to the allocation policy wording, inluding the removal of reference to the extraction of any viable sandstone, surface coal and/or brickclay resources in advance of construction (as this is covered by the GM Minerals Plan).	o	No mention in policy	Policy has been decreased from very positive to neutral / no effect	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy Policy GM-S 7.	o			
		Promote reduced waste generation rates?	o	No mention in policy				o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Bury

Elton Reservoir Area

			2019					2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	Policy states: that there is the potential to provide around 4,100 new homes				++	Policy states: that there is the potential to provide around 3,500 new homes including plots for custom and self-build	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: provide a mix of housing across the site				++	Policy states: 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 (within an indicative affordable housing tenure split of 60% social or affordable rented and 40% affordable home ownership).	No change	
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Policy states: make provision for parkland asset, new local centres and public transport and highways connectivity				++	Policy states: make provision for parkland asset, new local centres and public transport and highways connectivity	No change	
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referred to in policy. May be more appropriate to add energy efficiency and resilience considerations to thematic policy on carbon emissions.	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is also addressed by thematic Policy GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	O	Not referenced	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only	No change	
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: make provision for new primary and secondary education	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	++	Policy states: make provision for new primary and secondary education form entries and a new secondary school	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	Housing only				O	Housing only	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: make provision for significant new and improved highways infrastructure, major investment in public transport and enable more infrastructure for walking and cycling				++	Policy states: make provision for significant new and improved highways infrastructure, major investment in public transport and enable more infrastructure for walking and cycling. This includes: 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; 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; and Other off-site highway works where these are necessary to ensure acceptable traffic movement, including in and around Radcliffe town centre;	No change	
		Improve transport connectivity?	++	Policy states: major improvements to public transport infrastructure including providing new Metrolink stop and Park & Ride facilities in Warth area				++	Policy states: major improvements to public transport infrastructure including providing new Metrolink stop and Park & Ride facilities in Warth area	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	No mention, site assessment highlights local infrastructure in the area, but ability to support scale/distribution cannot be determined.	Consider feasibility study into requirements and ability of local network to support development	Partially	Allocation policy wording amended to specify that a masterplan required in the policy should include the delivery of grey infrastructure including utilities and broadband. The recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2	++	Policy states: Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies.	Score has improved from neutral to Very positive for consistency between allocation policies	No further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain investment/development will affect deprived areas. This area is classed as middle to most deprived in the Index of Multiple Deprivation.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	+	Cannot be certain investment/development will affect deprived areas. This area is classed as middle to most deprived in the Index of Multiple Deprivation. Policy wording has been amended to include reference to the allocation integrating with exsiting communities.	Scoring has improved from neutral to positive for consistency between allocation policies	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	As above	As above	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	+	As above	Scoring has improved from neutral to positive for consistency between allocation policies	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	++	Policy states: effective integration with surrounding communities	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	Allocation policy wording amended to include ensuring effective integration with Radcliffe Metrolink station, local schools and Bury town centre. However, the recommendation is also addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	++	Policy states: effective integration with surrounding communities	No change has been made to scoring.	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	++	As above				++	As above	No change has been made to scoring.	It is considered that accessibility standards is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics (noting that development specifics such as access/facilities for the disabled and elderly will be considered at detailed design)				O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics (noting that development specifics such as access/facilities for the disabled and elderly will be considered at detailed design)	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change	
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy states: enable more trips to be made by walking and cycling, publicly accessible green infrastructure, ecological mitigation and compensation	The policy could be more specific about the exact amount of green infrastructure as currently it states a "large amount." There could also be reference to linking to the wider green infrastructure network.	Yes	Allocation policy wording amended to specify that a masterplan required for the site includes green and blue infrastructure, recreation provision and social infrastructure. Policy will link neighbourhoods with key destinations through cycling and walking routes, and integrate the development with surrounding communities including active travel links. The recommendation is addressed by Thematic Policy GM-N 5.	++	Policy states: enable more trips to be made by walking and cycling, publicly accessible green infrastructure, ecological mitigation and compensation	No change has been made to scoring.	No further recommendations are made.
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	++	Policy states: create a significant parkland asset, publicly accessible green infrastructure				++	Policy states: create a significant parkland asset, publicly accessible green infrastructure	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-/?	No mention in policy - potential negative effects if local facilities are at capacity.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Yes	Allocation policy wording amended to include provision for new local centres including health facilities. The recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	++	Policy states: Make provision for new local centres in accessible locations which include a range of appropriate retail, health and community facilities and ensure they are integrated with existing communities	Scoring has been increased from negative/neutral to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	New primary and secondary school				++	New primary and secondary school	No change	
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Upgrade recreation offer and create a significant parkland asset				++	Upgrade recreation offer and create a significant parkland asset	No change	
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	New primary and secondary school				++	New primary and secondary school	No change	
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy	No change	
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Enable more trips to be made by walking and cycling by retaining, extending and enhancing strategic recreation routes on the former Bury to Bolton railway line and beside the Manchester, Bolton and Bury Canal, together with improvements to the network of pedestrian and cycle routes and public rights of way across the site, facilitating new connections to surrounding urban areas major investment in public transport				++	Policy states: Deliver a network of safe cycling and walking routes through the allocation linking neighbourhoods with key destinations, designed and constructed in accordance with national and GM standards and local planning policies.	No change	
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++		No change	
		Support the use of sustainable and active modes of transport?	++					++		No change	
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/-	There is an AQMA within 150m of the site to the south, but the allocation includes sustainable transport major road network improvements Policy references active travel links to nearby communities, suitable infrastructure for buses and active travel.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors. This is especially relevant to the southern side where there is close proximity to an AQMA	Yes	Allocation policy amended to specify a masterplan required in the policy includes green and blue infrastructure and electric vehicle charging points. Policy will make provision for new strategic road connections that are suitable for buses and active travel, and integrated development connected via walking and cycling routes. The recommendation is addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2	++/-	There is an AQMA within 150m of the site to the south, but the allocation includes sustainable transport major road network improvements	Scoring has been increased from positive/negative to very positive/negative for consistency between allocation policies	No further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	-/?	Within the site there are priority habitats wildlife corridors and a number of SBI. Policy states: mitigate against or compensate for any ecological impacts on wildlife corridors and sites of biological importance. There is no reference to enhancement of assets. GI mentioned in policy Policy states: Upgrade the recreation, leisure and tourism offer of the wider area;	Make reference in the policy to enhancement of assets, the policy is currently not worded positively and instead deals with handling negative impact. This is especially relevant to the SBIs within the site	Yes	Allocation policy amended to specify a masterplan required in the policy includes green and blue infrastructure. Policy will provide a significant green corridor including the integration of existing green assets., and their long-term management and maintenance. The recommendation is addressed by Thematic policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10	++	Within the site there are priority habitats wildlife corridors and a number of SBI. Policy states: Provide a significant green corridor which remains within the Green belt and provides a strategic amount of new, high quality and publicly accessible open space/parkland coupled with a network of multi-functional green and blue infrastructure within the allocation to provide health benefits to residents as well as creating a visually attractive environment in accordance with Policy GM-G2 Green Infrastructure Network and Policy GM-G9 Standards to a Greener Greater Manchester. This should include 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	Scoring has been increased from negative / no effect to very positive for consistency between allocation policies	No further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	-/?					++		No change	
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++		The policy could be more specific about the exact amount of green infrastructure as currently it states a "large amount." There could also be reference to linking to the wider green infrastructure network.	Yes	Allocation policy amended to specify a masterplan required in the policy includes green and blue infrastructure. Policy will provide a significant green corridor including the integration of existing green assets., and their long-term management and maintenance. The recommendation is addressed by Thematic policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10	++		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	++		The policy could be more specific about the exact amount of green infrastructure as currently it states a "large amount." There could also be reference to linking to the wider green infrastructure network.	Yes	Allocation policy amended to specify a masterplan required in the policy includes green and blue infrastructure. Policy will provide a significant green corridor including the integration of existing green assets., and their long-term management and maintenance. The recommendation is addressed by Thematic policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10	++		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	Climate change vulnerability: Average to high. Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	This is covered in a thematic policy	Partially	Allocation policy wording amended to refer to active travel, green and blue infrastructure, flood risk and net gain in biodiversity. The recommendation is addressed by Thematic Policy GM- S 5 and a masterplan required in the allocations policy will determine this. The policy also includes improvements to public transport infrastructure, active travel and EV charging points.	O	Climate change vulnerability: Average to high. Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	A section of the site to the east and south is within flood zone 2 and 3 . Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk. This is particularly relevant to the east and south of the site which are in flood zone 2 or 3	Partially	Allocation policy wording amended to contribute to refer to flood risk ensuring that any development is not at risk from flooding, in line with policy GM-S5 which is cited throughout the allocation policy. The recomeendation is addressed by Thematic Policy GM-S5 and a masterplan required in the allocations policy will determine this.	o	A section of the site to the east and south is within flood zone 2 and 3 . Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	o	A section of the site to the east and south is within flood zone 2 and 3 . Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off		Partially		o	A section of the site to the east and south is within flood zone 2 and 3 . Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	-/?	A section of the site to the east and south is within flood zone 2 and 3 . Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off		Partially		-/?	A section of the site to the east and south is within flood zone 2 and 3 . Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off 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 Incorporate on-site measures to deal with surface water and control the rate of surface water run off in line with the hierarchy of drainage options ensuring, wherever possible, they are designed as multi-functional green infrastructure connecting to the wider green infrastructure network in accordance with Policy GM-S5 - Flood Risk and the Water Environment	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	-	A section of the site to the east and south is within flood zone 2 and 3 . Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off		Partially		-	A section of the site to the east and south is within flood zone 2 and 3 . Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off 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 Incorporate on-site measures to deal with surface water and control the rate of surface water run off in line with the hierarchy of drainage options ensuring, wherever possible, they are designed as multi-functional green infrastructure connecting to the wider green infrastructure network in accordance with Policy GM-S5 - Flood Risk and the Water Environment	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered in a thematic policy	Partially	Allocation policy wording amended to contribute to refer to flood risk ensuring that any development is not at risk from flooding, in line with policy GM-S5 which is cited throughout the allocation policy. The recomeendation is addressed by Thematic Policy GM-S5 and a masterplan required in the allocations policy will determine this.	O	A section of the site to the east and south is within flood zone 2 and 3 . Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off 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 Incorporate on-site measures to deal with surface water and control the rate of surface water run off in line with the hierarchy of drainage options ensuring, wherever possible, they are designed as multi-functional green infrastructure connecting to the wider green infrastructure network in accordance with Policy GM-S5 - Flood Risk and the Water Environment	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered in a thematic policy	Partially	Allocation policy wording amended to contribute to flood alleviation measures of the River Roch rather than enhance measures. A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	O	A section of the site to the east and south is within flood zone 2 and 3 . Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off 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 Incorporate on-site measures to deal with surface water and control the rate of surface water run off in line with the hierarchy of drainage options ensuring, wherever possible, they are designed as multi-functional green infrastructure connecting to the wider green infrastructure network in accordance with Policy GM-S5 - Flood Risk and the Water Environment	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered in a thematic policy	Partially	Allocation policy wording amended to contribute to refer to flood risk ensuring that any development is not at risk from flooding, in line with policy GM-S5 which is cited throughout the allocation policy. The recomeendation is addressed by Thematic Policy GM-S5 and a masterplan required in the allocations policy will determine this.	O	A section of the site to the east and south is within flood zone 2 and 3 . Policy states: Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off 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 Incorporate on-site measures to deal with surface water and control the rate of surface water run off in line with the hierarchy of drainage options ensuring, wherever possible, they are designed as multi-functional green infrastructure connecting to the wider green infrastructure network in accordance with Policy GM-S5 - Flood Risk and the Water Environment	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+/-	Includes extensive public / active transport. No mention of energy use or energy efficiency.	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Allocation policy amended to specify a masterplan required in the policy includes electric vehicle charging points. Policy also includes promotion of active travel. Policy does not reference energy efficiency directly. However, the recommendation is addressed by thematic Policy GM-S 2, GM-S 3 & GM-S 4	+	Includes extensive public / active transport. No mention of energy use or energy efficiency.	Scoring has been increased from positive/negative to positive for consistency between allocation policies	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-	No mention of low carbon and renewable energy facilities in policy wording		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	-	No mention of low carbon and renewable energy facilities in policy wording	No change has been made to scoring.	Policy could reference low carbon / renewable energy directly.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-	No mention in policy		Partially	Allocation policy amended to specify a masterplan required in the policy includes green and blue infrastructure and electric vehicle charging points. Policy also includes promotion of active travel. Policy does not reference energy efficiency directly. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	+	No mention in policy	Scoring has been increased from negative to positive.	No further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	No landscape designations	Ensure landscape appraisal as part of any planning application	No	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-G 1, GM-G 2, GM-G 6 & GM-E 2	O	No landscape designations	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Conserve and enhance the historic environment, heritage assets and their setting?	-/?	Listed building identified in vicinity - risk and opportunity Gate Piers To North West Of Old Hall Farmhouse [Grade: II]; Old Hall Farmhouse [Grade: II]	Consider listed buildings throughout detailed design to reduce risk throughout construction and operational phases.	Yes	Allocation policy amended to protect and enhance heritage and archaeological assets with a Heritage Impact Assessment. The recommendation is addressed by Thematic Policy GM-G 1, GM-E 2 and a masterplan required in the allocations policy will determine this..	++	Listed building identified in vicinity - risk and opportunity Gate Piers To North West Of Old Hall Farmhouse [Grade: II]; Old Hall Farmhouse [Grade: II] Policy states: Protect and enhance heritage and archaeological assets and their setting within the allocation in accordance with the findings and recommendations of a Heritage Impact Assessment, including the Grade II Listed Old Hall Farmhouse and the wider historic character of the surrounding area	Scoring has been increased from negative/no effect to very positive for consistency between allocation policies.	No further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	O	No mention in policy				O	No mention in policy	No change	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield with 1.3% landfill	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield with 1.3% landfill	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	Urban/ grade 4 agricultural land	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	+	Urban/ grade 4 agricultural land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield site	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield site				--	Greenfield site	No change	
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	O	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy to ensure this objective is achieved
		Promote movement up the waste hierarchy?	O	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	O	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Seedfield

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 140 new homes		N/A		++	Policy states: around 140 new homes, with at 25% being affordable housing	Scoring has been amended from positive to very positive for consistency between allocation policies	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: provide a broad mix of housing		N/A	Allocation policy amended to make provision for at least 25% affordable housing with a tenue split of 60% social/affordable rented and 40% affordable home ownership.	++	Policy states: provide a broad mix of housing	No change has been made to scoring.	No further recommendations are made.
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	The policy makes reference to making provision for improved access to Burrs Country Park		N/A		+	The policy makes reference to making provision for improved access to Bury town centre	No change	
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only		N/A		O	Housing only	No change	
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: Make provision for additional capacity at existing schools in the area to meet additional demand arising from the development in accordance with locally-derived requirements	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5 and GM-P 1	++	Policy states: Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	There are existing bus stops which serve the development and the policy states: Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area		N/A		++	There are existing bus stops which serve the development and the policy states: Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area; Ensure the design and layout allows for effective integration with surrounding communities through the incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, including improved access to Burrs Country Park		N/A		++	Policy states: Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area; Ensure the design and layout allows for effective integration with surrounding communities through the incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, including improved access to Burrs Country Park	No change	
		Improve transport connectivity?	++	Policy states: Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area; Ensure the design and layout allows for effective integration with surrounding communities through the incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, including improved access to Burrs Country Park		N/A		++	Policy states: Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area; Ensure the design and layout allows for effective integration with surrounding communities through the incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, including improved access to Burrs Country Park	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in policy	Consider feasibility study into requirements and ability of local network to support development	Yes	Allocation policy wording amended to make provision for necessary infrastructure such as utilities and broadband. The recommendation is also addressed by Thematic Policy GM-E 1 & GM-N 2	++	Policy states: Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies	Score has improved due to addition of specific policy wording.	No further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	+	Cannot be certain that development will affect deprived areas. Policy wording has been amended to include reference to the allocation integrating with exisiting communities.	Scoring has changed from neutral to positive for consistency between allocation policies It is not considered that the recommendation has been sufficiently addressed.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.	As above	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	+	Cannot be certain that development will affect deprived areas. Policy wording has been amended to include reference to the allocation integrating with exisiting communities.	Scoring has changed from neutral to positive for consistency between allocation policies It is not considered that the recommendation has been sufficiently addressed.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Yes	Allocation policy amended to include at least 25% affordable housing across a range of types and sizes with a split of 60% social/affordable rented and 40% affordable home ownership. Policy will ensure design and layout allows for effective integration with surrounding communities. The recommendation is also addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	++	Policy wording has been amended to include reference to the allocation integrating with exisiting communities.	Scoring has been increased from neutral / no effect to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed		Yes	Allocation policy amended to include at least 25% affordable housing across a range of types and sizes with a split of 60% social/affordable rented and 40% affordable home ownership. Policy will ensure design and layout allows for effective integration with surrounding communities. The recommendation is also addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	+	Nothing proposed	Scoring has been increased from neutral / no effect to positive for consistency between allocation policies	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		Partially	No changes made to the allocation policy wording. The recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.		Partially	No changes made to the allocation policy wording. The recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Each allocation is within a specific location and therefore is within one area type.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area; including new walking and cycling routes, including improved access to Burrs Country Park; In relation to green infrastructure policy states: Retain, enhance the wildlife corridor and green infrastructure elements to the west and south of the site and introduce appropriate mitigation measures		N/A		++	In relation to walking and cycling policy states: Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area; including new walking and cycling routes, including improved access to Burrs Country Park; In relation to green infrastructure policy states: Retain, enhance the wildlife corridor and green infrastructure elements to the west and south of the site and introduce appropriate mitigation measures allocation to provide health benefits to residents as well as creating a visually attractive environment	No change	
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.		N/A		O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	++	Policy states: Retain, enhance the wildlife corridor and green infrastructure elements to the west and south of the site and introduce appropriate mitigation measures		N/A		++	Policy states: Retain, enhance the wildlife corridor and green infrastructure elements to the west and south of the site and introduce appropriate mitigation measures	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-/?	The policy does not make reference to the provision of social infrastructure. If the increase in demand increases due to the use of the existing infrastructure this could result in a negative impact.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7.	-/?	The policy does not make reference to the provision of social infrastructure. If the increase in demand increases due to the use of the existing infrastructure this could result in a negative impact.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Make provision for a new one form entry primary school within the site to accommodate additional demand on school places	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Policy wording has been amended and there is now no reference in to education contributions. However the reccomendation is addressed by thematic policies GM-E 5, GM-E 6 & GM-E 7.	-/?	Policy states: Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies.	Scoring has been decreased from very positive to positive/neutral for consistency between allocation policies	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	The policy states: Secure and bring into use suitable replacement sports facilities	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording amended to retain and enhance and/or replace existing recreation facilities and make provision The recommendation is addressed by Thematic Policy GM-E 7.	++	Policy states: Retain and enhance and/or replace existing recreation facilities and make provision for new recreation facilities to meet the needs of the prospective residents in accordance with local planning policy requirements	No change has been made to scoring.	No further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Make provision for a new one form entry primary school within the site to accommodate additional demand on school places	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Policy wording has been amended and there is now no reference in to education contributions. However the reccomendation is addressed by thematic policies GM-E 5, GM-E 6 & GM-E 7.	++	Policy states: Make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy	No change	
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	The policy states: Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area; Ensure the design and layout allows for effective integration with surrounding communities through the incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, including improved access to Burrs Country Park				++	The policy states: Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area; Ensure the design and layout allows for effective integration with surrounding communities through the incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, including improved access to Burrs Country Park	No change	
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++		No change	
		Support the use of sustainable and active modes of transport?	++					++		No change	

10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/-	The policy is located within 500m of and AQMA The policy makes provision for improved public transport and modes of active transport.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors. This is especially appropriate towards the south eastern side nearest to the AQMA	Yes	Allocation policy amended to make provision for electric vehicle charging infrastructure, active travel links to surrounding communities, and retaining and enhancing green infrastructure. The recommendation is addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2	+	The policy is located within 500m of and AQMA The policy makes provision for improved public transport and modes of active transport.	Score has improved from positive/negative to positive for consistency between allocation policies	No further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	Site is located within a priority habitat for deciduous woodland and a wildlife corridor The policy states: Retain, enhance the wildlife corridor and green infrastructure elements to the west and south of the site and introduce appropriate mitigation measures In relation to recreation the policy states: Secure and bring into use suitable replacement sports facilities	Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases.	Yes	Allocation policy wording amended to incorporate green infrastructure, retain and enhance the wildlife corridor, minimise impacts on and provide net gains to biodiversity assets, and make provision for the long term management and maintenance of green infrastructure and biodiversity features. The recommendation is addressed by Thematic PolicyGM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++	Site is located within a priority habitat for deciduous woodland and a wildlife corridor The policy states: Retain, enhance the wildlife corridor and green infrastructure elements to the west and south of the site and introduce appropriate mitigation measures. Make appropriate provision for the long term management and maintenance of areas of green infrastructure, biodiversity features and sustainable drainage features. In relation to recreation the policy states: Secure and bring into use suitable replacement sports facilities	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+		Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases.	Yes	Allocation policy wording amended to incorporate green infrastructure, retain and enhance the wildlife corridor, minimise impacts on and provide net gains to biodiversity assets, and make provision for the long term management and maintenance of green infrastructure and biodiversity features. The recommendation is also addressed by Thematic PolicyGM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++		Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+		Integrate green infrastructure throughout the scheme at masterplan stage	Yes	Allocation policy wording amended to incorporate green infrastructure, retain and enhance the wildlife corridor, minimise impacts on and provide net gains to biodiversity assets, and make provision for the long term management and maintenance of green infrastructure and biodiversity features. The recommendation is addressed by Thematic PolicyGM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++		Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+		Integrate green infrastructure throughout the scheme at masterplan stage	Yes	Allocation policy wording amended to incorporate green infrastructure, retain and enhance the wildlife corridor and introduce mitigation measures to provide health benefits to residents, retain and enhance and/or replace existing recreation facilities and make provision for new recreation facilities, minimise impacts on and provide net gains to biodiversity assets, and make provision for the long term management and maintenance of green infrastructure and biodiversity features. The recommendation is also addressed by Thematic Policy GM-G 1, GM-G 2, GM-G 7 and a masterplan required in the allocations policy will determine this.	++		Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	?/+	The site has a low to high climate change vulnerability The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	This is covered within a thematic policy	Yes	Allocation policy wording amended to ensure the site is safe from potential flood risk from all sources, and incorporates measures to deal with surface water run off. The recommendation is addressed by Thematic PolicyGM- S 5 and a masterplan required in the allocations policy will determine this.	+	The site has a low to high climate change vulnerability The policy states: Ensure the allocation is safe from and mitigates for, potential flood risk from all sources including surface water, sewer flooding and groundwater; Incorporate on-site measures to deal with surface water and control the rate of surface water run off in line with the hierarchy of drainage options ensuring, wherever possible, they are designed as multi-functional green infrastructure connecting to the wider green infrastructure network in accordance with Policy GM-S5 - Flood Risk and the Water Environment	Score has improved due to addition of specific policy wording.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Partially	Allocation policy wording amended to ensure the site is safe from potential flood risk from all sources, and incorporates measures to deal with surface water run off. The recommendation is also addressed by Thematic PolicyGM- S 5 and a masterplan required in the allocations policy will determine this.	++	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	+	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Yes	Allocation policy wording amended to ensure the site is safe from potential flood risk from all sources, and incorporates measures to deal with surface water run off. The recommendation is also addressed by Thematic PolicyGM- S 5 and a masterplan required in the allocations policy will determine this.	++	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	+	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Yes	Allocation policy wording amended to ensure the site is safe from potential flood risk from all sources, and incorporates measures to deal with surface water run off. The recommendation is addressed by Thematic PolicyGM- S 5 and a masterplan required in the allocations policy will determine this.	++	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Yes	Allocation policy wording amended to ensure the site is safe from potential flood risk from all sources, and incorporates measures to deal with surface water run off. The recommendation is also addressed by Thematic PolicyGM- S 5 and a masterplan required in the allocations policy will determine this.	++	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking: incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, including improved access to Burrs Country Park; Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area The policy makes no reference to energy use	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Allocation policy amended to include green infrastructure and electric vehicle charging points. Policy also includes promotion of active travel. Policy does not reference energy efficiency directly. However, the recommendation is addressed by thematic Policy GM-S2, GM-S3 and GM-S4.	+	Reference in policy to cycling and walking: incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, including improved access to Burrs Country Park; Make necessary improvements to local highway infrastructure to facilitate appropriate access to the site and incorporate enhancements to public transport, pedestrian and cycle routes in the area The policy makes no reference to energy use	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Allocation policy amended to include green infrastructure and electric vehicle charging points. Policy also includes promotion of active travel. Policy does not reference energy efficiency directly. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	No protected landscape designation		N/A		O	No protected landscape designation	No change	
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets on the site	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-G 1, GM-E 2 and a masterplan required in the allocations policy will determine this..	O	There are no heritage assets on the site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.		N/A		O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.	No change	

17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	Urban land, half PDL	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	+	Urban land, half PDL	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	++	Urban land	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within by thematic policy GM-G 8 & GM-G 9	++	Urban land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	Urban land, half PDL. Policy does not state that buildings or materials will be used	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	+	Urban land, half PDL. Policy does not state that buildings or materials will be used	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	Urban land, half is PDL	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	+	Urban land, half is PDL	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No changes made to the policy wording.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy to ensure this objective is achieved
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Walshaw

			2019					2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	Policy states: around 1,250 new homes		N/A		++	Policy states: around 1,250 new homes including provision of plots for custom and self build housing with 25% affordable dwellings	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: provide a mix of housing		N/A		++	Policy states: provide a mix of housing including plots for custom and self build housing	No change	
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	The policy makes reference to making provision for a new local centre and making accessible green infrastructure including recreational uses		N/A		++	The policy makes reference to making provision for a new local centre and making accessible green infrastructure including recreational uses	No change	
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only		N/A		O	Housing only	No change	
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: make provision for a new one form entry primary school within the site to accommodate additional demand on school places	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5 and GM-P 1	++	Policy states: make provision for a new one form entry primary school within the site to accommodate additional demand on school places	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	There are existing bus stops which serve the development and the policy states: Make provision for major investment in public transport in order to enable more sustainable transport choices		N/A		++	There are existing bus stops which serve the development and the policy states: Make provision for major investment in public transport in order to enable more sustainable transport choices	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Make provision for significant improvements to highways infrastructure, including: The provision of a new through road to enable an alternative to Church Street, Bank Street and High Street; A contribution towards the provision of highways infrastructure through the Elton Reservoir site; and Other off-site highway works where these are necessary to ensure acceptable traffic movement. In regard to public transport the policy states: make provision for major investment in public transport in order to enable more sustainable transport choices In regard to walking and cycling the policy states: allow for sustainable modes of travel such as new walking and cycling routes, particularly to allow through access from north to south		N/A		++	Policy states: Make provision for significant improvements to highways infrastructure, including: The provision of a new 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; A contribution towards the provision of highways infrastructure through the Elton Reservoir site; and Other off-site highway works where these are necessary to ensure acceptable traffic movement. In regard to public transport the policy states: make provision for major investment in public transport in order to enable more sustainable transport choices including potential upgrade of existing bus services or a new bus service linking Tottington — Walshaw — Elton — proposed new Metrolink stop at Warth – Bury/Radcliffe In regard to walking and cycling the policy states: allow for sustainable modes of travel such as new walking and cycling routes, particularly to allow through access from north to south	No change	
		Improve transport connectivity?	++	Policy states: Make provision for significant improvements to highways infrastructure, including: The provision of a new through road to enable an alternative to Church Street, Bank Street and High Street; A contribution towards the provision of highways infrastructure through the Elton Reservoir site; and Other off-site highway works where these are necessary to ensure acceptable traffic movement. In regard to public transport the policy states: make provision for major investment in public transport in order to enable more sustainable transport choices In regard to walking and cycling the policy states: allow for sustainable modes of travel such as new walking and cycling routes, particularly to allow through access from north to south		N/A		++	Policy states: Make provision for significant improvements to highways infrastructure, including: The provision of a new through road to enable an alternative to Church Street, Bank Street and High Street; A contribution towards the provision of highways infrastructure through the Elton Reservoir site; and Other off-site highway works where these are necessary to ensure acceptable traffic movement. In regard to public transport the policy states: make provision for major investment in public transport in order to enable more sustainable transport choices In regard to walking and cycling the policy states: allow for sustainable modes of travel such as new walking and cycling routes, particularly to allow through access from north to south	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in policy	Consider feasibility study into requirements and ability of local network to support development	Yes	Allocation policy wording amended to specify that a masterplan required in the policy should include the delivery of grey infrastructure including utilities and broadband. The recommendation is addressed by Thematic GM-E1 & GM-N2	++	Not referenced in policy	Score has improved due to addition of specific policy wording.	No further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E1, GM-E4, GM-E5 & GM-P1	+	Cannot be certain that development will affect deprived areas. Policy has been amended to support the integration of the allocation and existing community.	Scoring has improved from neutral to positive for consistency between allocation policies It is not considered that the recommendation has been sufficiently addressed.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E1, GM-E4, GM-E5 & GM-P1	+	Cannot be certain that development will affect deprived areas. Policy has been amended to support the integration of the allocation and existing community.	Scoring has improved from neutral to positive for consistency between allocation policies It is not considered that the recommendation has been sufficiently addressed.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	?/+	Ensure the design and layout allows for effective integration with surrounding communities	The allocation needs to encourage integration with existing community and provision of a range of tenures	Partially	Allocation policy amended to include ensuring effective integration including active travel links and connections to recreation areas at Dow Lane, Elton Vale and Bury town centre. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	+	Ensure the design and layout allows for effective integration with surrounding communities	Score has improved due to addition of specific policy wording for consistency between allocation policies	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				+	Policy has been amended to support the integration of the allocation and existing community.	Scoring has improved from neutral to positive for consistency between allocation policies	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		N/A		O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.		N/A		O	Each allocation is within a specific location and therefore is within one area type.	No change	
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: including the incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, particularly to allow through access from north to south In relation to green infrastructure policy states: Make provision for green infrastructure corridors focusing on the areas around Walshaw and Elton Brooks and the reservoirs and wildlife corridors including improved accessibility and connectivity within the site and to surrounding areas, including to existing areas of recreation at Dow Lane and Elton Vale		N/A		++	In relation to walking and cycling policy states: including the incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, particularly to allow through access from north to south In relation to green infrastructure policy states: Make provision for green infrastructure corridors focusing on the areas around Walshaw and Elton Brooks and the reservoirs and wildlife corridors including improved accessibility and connectivity within the site and to surrounding areas, including to existing areas of recreation at Dow Lane and Elton Vale	No change	
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.		N/A		O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	++	Policy states: Make provision for green infrastructure corridors focusing on the areas around Walshaw and Elton Brooks and the reservoirs and wildlife corridors including improved accessibility and connectivity within the site and to surrounding areas, including to existing areas of recreation at Dow Lane and Elton Vale.		N/A		++	Policy states: Make provision for new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation to provide health benefits to residents as well as creating a visually attractive environment in accordance with Policy GM-G2 Green Infrastructure Network and Policy GM-G9 Standards to a Greener Greater Manchester This should include the integration and enhancement of the existing green infrastructure corridors and assets at Walshaw and Elton Brooks	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	The policy does not make specific reference to health facilities but it does state: Make provision for a new local centre including a range of appropriate retail, community facilities and other services	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Yes	Allocation policy wording amended to include provision for new local centres including health facilities. The recommendation is also addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7.	++	The policy makes specific reference to health facilities and the provision for a new local centre including a range of appropriate retail, community facilities and other services	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Make provision for a new one form entry primary school within the site to accommodate additional demand on school places		N/A		++	The policy states that there will be a contribution to off-site secondary school provision	No change	
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	The policy does not make specific reference to health facilities but it does state: Make provision for a new local centre including a range of appropriate retail, community facilities and other services		Yes	Allocation policy wording amended to specify that a masterplan required for the site includes recreation provision and social infrastructure. Policy will ensure the development integrates with recreation areas at Dow Lane, Elton Vale and Bury town centre, and make provision for recreation facilities. The recommendation is also addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7.	++	The policy does make provision for a new local centre including a range of appropriate retail, community facilities and other services include recreation facilities	Score has improved due to addition of specific policy wording for consistency between allocation policies	No further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Make provision for a new one form entry primary school within the site to accommodate additional demand on school places	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is also addressed by Thematic Policy GM-E 5.	++	Policy states: Make provision for a new one form entry primary school within the site to accommodate additional demand on school places in addition to off site contributions for secondary school provision	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy		N/A		O	No mention in policy	No change	
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	In regard to public transport the policy states: make provision for major investment in public transport in order to enable more sustainable transport choices In regard to walking and cycling the policy states: allow for sustainable modes of travel such as new walking and cycling routes, particularly to allow through access from north to south		N/A		++	In regard to public transport the policy states: make provision for major investment in public transport in order to enable more sustainable transport choices In regard to walking and cycling the policy states: allow for sustainable modes of travel such as new walking and cycling routes, particularly to allow through access from north to south	No change	
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++		No change	

		Support the use of sustainable and active modes of transport?	++			N/A		++		No change	
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	The policy is not located within 500m of and AQMA The policy makes provision for improved public transport and modes of active transport.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Yes	Allocation policy amended to specify a masterplan required in the policy includes green and blue infrastructure and electric vehicle charging points. Policy will make provision for new strategic road connections that are suitable for buses and active travel, the potential upgrade of existing bus services or a new bus service linking key centres and integrated development connected via walking and cycling routes. The recommendation is also addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2.	++	The policy is not located within 500m of and AQMA The policy makes provision for improved public transport and modes of active transport, as well as safe walking and cycling routes around the allocation.	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and goodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	-/+	Site is located within a priority habitat for deciduous woodland and a wildlife corridor The policy states: Make provision for green infrastructure corridors focusing on the areas around Walshaw and Elton Brooks and the reservoirs and wildlife corridors including improved accessibility and connectivity within the site and to surrounding areas, including to existing areas of recreation at Dow Lane and Elton Vale. In addition the policy states: Minimise impacts on and providing net gains for biodiversity assets within the site In reference to recreation, the policy states: Make provision for recreation to meet the needs of the prospective residents in accordance with locally-derived requirements	Consider the priority habitat and wildlife corridor throughout detailed design to reduce risk throughout construction and operational phases.	Yes	Allocation policy amended to specify a masterplan required in the policy includes green and blue infrastructure. Policy will integrate and enhance existing green infrastructure corridors and assets and ensure their long-term management and maintenance. The recommendation is adequately addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10	++	Site is located within a priority habitat for deciduous woodland and a wildlife corridor The policy states: Make provision for green infrastructure corridors focusing on the areas around Walshaw and Elton Brooks and the reservoirs and wildlife corridors including improved accessibility and connectivity within the site and to surrounding areas, including to existing areas of recreation at Dow Lane and Elton Vale. In addition the policy states: Minimise impacts on and providing net gains for biodiversity assets within the site In reference to recreation, the policy states: Make provision for recreation to meet the needs of the prospective residents in accordance with locally-derived requirements	Scoring has been increased from negative/positive to very positive for consistency between allocation policies	No further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	-/+			Yes	Allocation policy amended to specify a masterplan required in the policy includes green and blue infrastructure. Policy will provide a significant green corridor including the integration of existing green assets., and their long-term management and maintenance. The recommendation is also addressed by Thematic GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10	+		Scoring has been increased from negative/positive to positive for consistency between allocation policies	No further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+		Integrate green infrastructure throughout the scheme at masterplan stage	Yes	Allocation policy amended to specify a masterplan required in the policy includes green and blue infrastructure. Policy will integrate and enhance existing green infrastructure corridors and assets and ensure their long-term management and maintenance. The recommendation is also addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10	++		Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+			Yes	Allocation policy amended to specify a masterplan required in the policy includes green and blue infrastructure and recreation provision. Policy will integrate and enhance existing green infrastructure corridors and assets and ensure their long-term management and maintenance. The recommendation is also addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10	+	The policy states that provision for multifunctional greenspace is required to provide health benefits to residents, in line with policies GM-G2 and GM-G9	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	The site has a low to average climate change vulnerability The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	This is covered in a thematic policy	Yes	Allocation policy wording amended to ensure the site is safe from potential flood risk from all sources, incorporating on-site measures to deal with surface water run off. A Level 2 SFRA has been completed for the site. The recommendation is adequately addressed by Thematic Policy GM-S 5.	++	The site has a low to average climate change vulnerability The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Scoring has been increased from positive to very positive for consistency between allocation policies	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Partially	Allocation policy wording amended to ensure the site is safe from potential flood risk from all sources, incorporating on-site measures to deal with surface water run off. A Level 2 SFRA has been completed for the site. The recommendation is also addressed by Thematic Policy GM-S 5.	++	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	+	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Yes	Allocation policy wording amended to ensure the site is safe from potential flood risk from all sources, incorporating on-site measures to deal with surface water run off. A Level 2 SFRA has been completed for the site. The recommendation is also addressed by Thematic Policy GM-S 5.	++	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	+	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off		Yes	Allocation policy wording amended to ensure the site is safe from potential flood risk from all sources, incorporating on-site measures to deal with surface water run off. A Level 2 SFRA has been completed for the site. The recommendation is also addressed by Thematic Policy GM-S 5.	++	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off		Yes	Allocation policy wording amended to ensure the site is safe from potential flood risk from all sources, incorporating on-site measures to deal with surface water run off. A Level 2 SFRA has been completed for the site. The recommendation is also addressed by Thematic Policy GM-S 5.	++	No part of the site is in flood zone 2 or 3. The policy states: Ensure that any development is safe from potential flood risk from any source and incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered in a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is also addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered in a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is also addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered in a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is also addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking: incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, particularly to allow through access from north to south The policy makes no reference to energy use	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Allocation policy amended to specify a masterplan required in the policy includes electric vehicle charging points. Policy also includes promotion of active travel. Policy does not reference energy efficiency directly. However, the recommendation is also addressed by thematic Policy GM-S 2, GM-S 3 & GM-S 4	+	Reference in policy to cycling and walking: incorporation of linkages and connections that allow for sustainable modes of travel such as new walking and cycling routes, particularly to allow through access from north to south. The policy makes no reference to energy use.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic Policy GM-S 2, GM-S	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy		Partially	Allocation policy amended to specify a masterplan required in the policy includes green and blue infrastructure and electric vehicle charging points. Policy also includes promotion of active travel. Policy does not reference energy efficiency directly. However, the recommendation is also addressed by thematic Policy GM-S2 and GM-S3.	+	No mention in policy	Score has improved due to addition of specific policy wording for consistency between allocation policies	No further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	No protected landscape designation		N/A		O	No protected landscape designation	No change	
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets on the site The policy states: Provide appropriate mitigation and respect the setting of heritage assets in the vicinity of the site	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases.	Yes	Allocation policy amended to protect and enhance heritage and archaeological assets, their setting and the wider historic character including the Christ Church listed building. The recommendation is also addressed by Thematic Policy GM-G 1 & GM-E 2 and a masterplan required in the allocations policy will determine this.	++	There are no heritage assets on the site The policy states: Provide appropriate mitigation and respect the setting of heritage assets in the vicinity of the site	Scoring has been increased from no effect to very positive for consistency between allocation policies	No further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.		N/A		O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.	No change	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is also addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	The sites urban and Grade 4 agricultural land classification	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is also addressed by thematic policy GM-G 8 & GM-G 9	+	The sites urban and Grade 4 agricultural land classification	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is also addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield		N/A		--	Greenfield	No change	
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy to ensure this objective is achieved
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is also addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is also addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Manchester

Global Logistics

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	O	No housing proposed				O	No housing proposed	No change	
			O	No housing proposed				O	No housing proposed	No change	
			O	No housing proposed				O	No housing proposed	No change	
			O	No housing proposed				O	No housing proposed	No change	
2	Provide a sustainable supply of employment land to ensure sustainable economic growth	Meet current and future demand for employment land across GM?	++	Employment site - delivering 25,000 sqm employment uses (cargo facilities, airport operational facilities).				++	Employment site	No change	
			++	Policy states: Improve access to training and job opportunities, particularly for people in Wythenshawe				++	Policy states: Improve access to training and job opportunities, particularly for people in Wythenshawe	No change	
			++	Existing public transport near by- bus stops. Policy states "encourage the use of public transport, walking and cycling"				++	Existing public transport near by- bus stops. Policy states "encourage the use of public transport, walking and cycling"	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network				++	Policy states: Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network	No change	
			++	Policy states: Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network				++	Policy states: Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network	No change	
			?	There is no mention of this type of infrastructure.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E1 & GM-N2.	?	There is no mention of this type of infrastructure.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	Policy states: Improve access to training and job opportunities, particularly for people in Wythenshawe	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	+	Policy states: Improve access to training and job opportunities, particularly for people in Wythenshawe	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
			+	Policy states: Improve access to training and job opportunities, particularly for people in Wythenshawe				+	Policy states: Improve access to training and job opportunities, particularly for people in Wythenshawe	No change has been made to scoring.	
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Policy does not mention integration with existing communities				O	Policy does not mention integration with existing communities		
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	?	No mention in policy				?	No mention in policy	No change	
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	Policy references encouraging the use of walking and cycling	Make reference to protection and enhancement of green infrastructure	Yes	Allocation policy wording amended to incorporate green and blue infrastructure. The recommendation is addressed by Thematic Policy GM-G 1 and GM-N 5.	++	Policy references encouraging the use of walking and cycling	Score has improved due to addition of specific policy wording.	No further recommendations are made.
			?	Strategic aim which is not likely to be affected by site proposals.				?	Strategic aim which is not likely to be affected by site proposals.	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No reference to this in the policy	Ensure that any new provision is accessible to all and that local capacity is considered throughout the masterplanning and design stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	O	No reference to this in the policy	No change	
			O	No reference to this in the policy, however an employment site is unlikely to affect local capacity				O	No reference to this in the policy, however an employment site is unlikely to affect local capacity	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			O	As above				O	As above	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			O	As above					As above	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill	Improve education levels of children in the area, regardless of their background?	O	No new provision is referred to				O	No new provision is referred to	No change	
			++	Policy states: Improve access to training and job opportunities, particularly for people in Wythenshawe				++	Policy states: Improve access to training and job opportunities, particularly for people in Wythenshawe	No change	
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	Policy states: Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network				+	Policy states: Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network	No change	
			+					+		No change	
			+					+		No change	
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	--/+	Site is within 150m of an AQMA but the policy does make reference to improvements to public transport, walking and cycling	include air quality mitigation and protection. Seek to minimise the number of trips made by private car to / from the site. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles.	Partially	Allocation policy amended to include potential enhancement and provision for green infrastructure. The recommendation is addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2.	--/+	Site is within 150m of an AQMA but the policy does make reference to improvements to public transport, walking and cycling	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	?/+	Site is adjacent to a priority habitat for deciduous woodland, a SSSI, a site of biological importance and Ancient Woodland. The policy states: Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value	Consider ecological receptors throughout detailed design to reduce risk through construction and operational phases.	Partially	Allocation policy wording amended to include potential enhancement and provision for green infrastructure. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 .	?/+	Site is adjacent to a priority habitat for deciduous woodland, a SSSI, a site of biological importance and Ancient Woodland. The policy states: Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. Suitable buffers should be maintained between development and biodiversity assets with potential enhancement and provision for green infrastructure.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			?/+			Partially				No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			?/+			Partially				No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			?			Partially				No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	Flood vulnerability relatively high. The site is 260m from River Bollin in flood zone 3. However there is no risk from pluvial and fluvial sources.	Design should also consider how to address other risks associated with climate change, such as high temperature events. Resilient Masterplan design might include best practice for cooling during high temperature and other weather events associated with climate change.	Partially	No changes made to allocation policy wording. The recommendation is addressed by Thematic Policy GM- S 5	O	Flood vulnerability relatively high. The site is 260m from River Bollin in flood zone 3. However there is no risk from pluvial and fluvial sources.	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	The site is 260m from River Bollin in flood zone 3 however none of the site is within flood zone. Assumed that development will follow best practice and adhere to planning guidance.				O	The site is 260m from River Bollin in flood zone 3 however none of the site is within flood zone. Assumed that development will follow best practice and adhere to planning guidance.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			O	As above					As above	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			O	As above					As above	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			O	As above					As above	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	Assumed compliance with best practice. Water course should be protected from development. Policy states protection of biodiversity from water pollution	Consider how the development might align with strategic aims of WFD, including achieving "good status" and emitting emissions to water.	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	Assumed compliance with best practice. Water course should be protected from development. Policy states protection of biodiversity from water pollution	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			O	As above				O	As above	No change	
			O	As above				O	As above	No change	
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	++	Policy States: maximising the use of renewable energy In addition the policy states: Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2, GM-S3 and GM-S 4.	++	Policy States: maximising the use of renewable energy In addition the policy states: Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network	No change	
			++	Policy States: maximising the use of renewable energy.	Make reference to facilitating energy efficiency		No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	++	Policy States: maximising the use of renewable energy.		
			++	Policy States: maximising the use of renewable energy In addition the policy states: Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network			No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	++	Policy States: maximising the use of renewable energy In addition the policy states: Include surface access and car parking arrangements which encourage the use of public transport, walking and cycling, and satisfactorily manage impacts on the highway network		
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. Suitable uses for the site will be cargo facilities and landscape mitigation but could also include airport operational facilities where it would have no greater adverse impact than would occur for cargo facilities, There is ancient woodland which surrounds the site.	Policy should separate out the landscape mitigation from the uses of the allocation, explaining what the landscaping will do and what that will achieve.	Yes	Policy has been amended to separate landscape mitigation from the uses of the allocation. Reference is now made to potential enhancement and provision for green infrastructure as buffers to biodiversity assets.	+	Policy states: Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. Suitable uses for the site will be cargo facilities but could also include airport operational facilities where it would have no greater adverse impact than would occur for cargo facilities, There is ancient woodland which surrounds the site. Reference is now made to potential enhancement and provision for green infrastructure as buffers to biodiversity assets.	No change has been made to scoring.	
			-/+	Policy states: Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. There is a listed building approx. 100m away				-/+	Policy states: Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. There is a listed building approx. 100m away	No change	
			+	Policy states: Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. There is a listed building in approx. 100m away and ancient woodland surrounds the site that there is a risk to.	Ensure that ancient woodland surrounding the site is protected. Policy should separate out the landscape mitigation from the uses of the allocation, explaining what the landscaping will do and what that will achieve.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-G 1, GM-E 2.	+	Policy states: Minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. There is a listed building in approx. 100m away and ancient woodland surrounds the site that there is a risk to.	No change	When the framework is read as a whole, no further recommendations are made.
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst	Support the development of previously developed land and other sustainable locations?	--	Greenfield	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			--	100% grade 3 (subset of Grade 3 not known, worst case scenario has been assumed)	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed within Chapter 4 and Chapter 9 of the GMSF	--	100% grade 3 (subset of Grade 3 not known, worst case scenario has been assumed)	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			--	Greenfield	Consider how development of derelict land could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

	reducing land contamination		--	Greenfield		Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
			o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			o	No mention in policy					No mention in policy	No change	When the framework is read as a whole, no further recommendations are made.

Southwick Park

			2019					2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: 20 new homes				+	Policy states: 20 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	Not referenced in policy				O	Not referenced in policy		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	O	Not referenced in policy				O	Not referenced in policy		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only and therefore not applicable				O	Housing only and therefore not applicable		
		Support education and training to provide a suitable labour force for future growth?	O	Not referenced in policy. However, it is not considered that an increase of 20 new homes would be likely to increase pressure on local facilities	Noted for each site but would be better dealt with in a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5 and GM-P 1	O	Not referenced in policy. However, it is not considered that an increase of 20 new homes would be likely to increase pressure on local facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	There are existing bus stops and a metro stop which serve the development and the site. There is no reference to public transport in the policy				+	There are existing bus stops and a metro stop which serve the development and the site. There is no reference to public transport in the policy		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	Policy states: Facilitate improvements to the local highway network, including entry/egress from Southwick Road in the south, to enable safe vehicular and pedestrian access to and from the site				+	Policy states: Facilitate improvements to the local highway network, including entry/egress from Southwick Road in the south, to enable safe vehicular and pedestrian access to and from the site		
		Improve transport connectivity?	+	Policy states: Facilitate improvements to the local highway network, including entry/egress from Southwick Road in the south, to enable safe vehicular and pedestrian access to and from the site				+	Policy states: Facilitate improvements to the local highway network, including entry/egress from Southwick Road in the south, to enable safe vehicular and pedestrian access to and from the site		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not reference in policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2.	O	Not reference in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, The recommendation is addressed by thematic Policy GM-E1, GM-E4, GM-E5 & GM-P1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.		Partially	No changes made to the allocation policy wording. However, The recommendation is addressed by thematic Policy GM-E1, GM-E4, GM-E5 & GM-P1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation needs to encourage integration with existing communities and the provision of a range of tenures	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Nothing proposed		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	There is no reference in the policy to walking or cycling within the site. In regard to green infrastructure the policy states: Enhance the landscaped buffer to the north of the site, between the proposed housing and the motorway, comprising planting of suitable mature native species				+	There is no reference in the policy to walking or cycling within the site. In regard to green infrastructure the policy states: Enhance the landscaped buffer to the north of the site, between the proposed housing and the motorway, comprising planting of suitable mature native species		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	-/?	The policy makes allowance for a new landscaped buffer and a smaller play facility to the existing. However, development of the site will result in the loss of an existing play facility and green space.	Ensure that the new development maximises the ability to mitigate for the loss of the existing play facility and green space.	No	No changes made to the allocation policy wording. The recommendation is addressed by Thematic Policy GM-E 7.	-/?	The policy makes allowance for a new landscaped buffer and a smaller play facility to the existing with a contribution to the investment strategy for park facilities in the local area. However, development of the site will result in the loss of an existing play facility and green space.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	Not referenced in the policy. However, it is not considered that the increase of 20 homes would have a significant affect on the provision of health infrastructure	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 6.	O	Not referenced in the policy. However, it is not considered that the increase of 20 homes would have a significant affect on the provision of health infrastructure	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	O	Not referenced in the policy. However, it is not considered that the increase of 20 homes would have a significant affect on the provision of education infrastructure		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5.	O	Not referenced in the policy. However, it is not considered that the increase of 20 homes would have a significant affect on the provision of education infrastructure	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	-/?	The site would include a smaller play facility to the south of the site and provide a financial contribution to the investment strategy for park facilities in the local area. However, the proposed dwellings are replacing a larger play facility on the site.	Ensure that the new development maximises the ability to mitigate for the loss of the existing play facility and green space.	Partially	No changes made to the allocation policy wording. The recommendation is addressed by Thematic Policy GM-E 7.	-/?	The site would include a smaller play facility to the south of the site and provide a financial contribution to the investment strategy for park facilities in the local area. However, the proposed dwellings are replacing a larger play facility on the site.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	Not referenced in the policy. However, it is not considered that the increase of 20 homes would have a significant affect on the provision of education infrastructure	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5.	O	Not referenced in the policy. However, it is not considered that the increase of 20 homes would have a significant affect on the provision of education infrastructure	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	O	No reference to this in the policy. However, the site has good existing public and active transport connections and the increase of 20 homes is not expected to put a significant pressure on the road network.				O	No reference to this in the policy. However, the site has good existing public and active transport connections and the increase of 20 homes is not expected to put a significant pressure on the road network.		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	O					O			
		Support the use of sustainable and active modes of transport?	O					O			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	--	An AQMA is located within the site to the north The policy does not make references to mitigation.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure along the northern boundary of the site, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	No changes made to the allocation policy wording. The recommendation is addressed by Thematic Policy GM-S 6, GM-N 1, GM-N 3, GM-N 5, GM-G 2, and GM-G 6.	--	An AQMA is located within the site to the north The policy text makes references to mitigating air quality.	Scoring has improved from very negative to very negative/positive	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+/?	There are no biodiversity assets within the site.				+/?	There are no biodiversity assets within the site.		
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+/?	The policy states: Enhance the landscaped buffer to the north of the site, between the proposed housing and the motorway, comprising planting of suitable mature native species				+/?	The policy states: Enhance the landscaped buffer to the north of the site, between the proposed housing and the motorway, comprising planting of suitable mature native species		
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+/?	In regard to recreation, the site would include a smaller play facility to the south of the site and provide a financial contribution to the investment strategy for park facilities in the local area. However, the proposed dwellings are replacing a larger play facility on the site.				+/?	In regard to recreation, the site would include a smaller play facility to the south of the site and provide a financial contribution to the investment strategy for park facilities in the local area. However, the proposed dwellings are replacing a larger play facility on the site.		
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	-/+		Ensure that the new development maximises the ability to mitigate for the loss of the existing play facility and green space.	No	No changes made to the allocation policy wording. The recommendation is addressed by Thematic Policy GM-S 1, GM-S 2, and GM-S7	-/+		No change has been made to scoring.	This policy could be stregthened with reference to mitigate for the loss of the existing play facility and green space.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	Average to high climate change vulnerability. The policy makes no reference to flood mitigation	This is covered in a thematic policy	Partially	No changes made to the allocation policy wording. The recommendation is addressed by Thematic Policy GM-G 1, GM-G 2, and GM-G 7.	O	Average to high climate change vulnerability. The policy makes no reference to flood mitigation	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	The site is not within flood zone 2 or 3. As such the policy makes no reference to flood risk.				O	The site is not within flood zone 2 or 3. As such the policy makes no reference to flood risk.		
		Ensure adequate measures are in place to manage existing flood risk?	O	The site is not within flood zone 2 or 3. As such the policy makes no reference to flood risk.				O	The site is not within flood zone 2 or 3. As such the policy makes no reference to flood risk.		
		Ensure that development does not increase flood risk due to increased run-off rates?	O	The site is not within flood zone 2 or 3. As such the policy makes no reference to flood risk.				O	The site is not within flood zone 2 or 3. As such the policy makes no reference to flood risk.		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	The site is not within flood zone 2 or 3. As such the policy makes no reference to flood risk.				O	The site is not within flood zone 2 or 3. As such the policy makes no reference to flood risk.		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered in a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered in a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered in a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	O	No reference to this in the policy. However, the site has good existing public and active transport connections and the increase of 20 homes is not expected to make a significant impact.	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Changes have been made to the allocation policy wording, including reference to the local link service. The recommendation is also addressed by thematic Policy GM-S 2, GM-S 3 & GM-S 4.	O	No reference to this in the policy. However, the site has good existing public and active transport connections and the increase of 20 homes is not expected to make a significant impact.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S 2 and GM-S 3.	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve landscape quality and the character of open spaces and the public realm?	O	There are no landscape designations on the site				O	There are no landscape designations on the site		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets on the site.				O	There are no heritage assets on the site.		

16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Respect, maintain and strengthen local character and distinctiveness?	O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.				O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	++	Urban land, mostly PDL	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	++	Urban land, mostly PDL	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	The site is urban land in Grade 3 Agricultural Land (assumed 3a worst case scenario)	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	--	The site is urban land in Grade 3 Agricultural Land (assumed 3a worst case scenario)	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+/-	The land is PDL used as a play area. However, this will be replaced by housing	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	+/-	The land is PDL used as a play area. However, this will be replaced by housing	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	++	Urban land, mostly PDL		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	++	Urban land, mostly PDL	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording. With the greater emphasis on climate change, it is considered the policy could be strengthened further relating to climate change and sustainable construction.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy		

Oldham

Beal Valley

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: the site will deliver 531 new homes				+	Policy states: the site will deliver around 480 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: deliver a range of dwelling types and sizes				++	Policy states: deliver a range of dwelling types and sizes		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Policy refers to enhancing linkages to the countryside, creating cycling and pedestrian friendly routes to the existing Metrolink	Make reference to opportunities to sustainably connect the site to employment, town centres and green space.	Yes	Changes have been made to the allocation policy wording, including reference to appropriate access points to and from the site in liaison with the local highway authority and the safeguarding of a route from the proposed spine road, through the northern part of the site to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond. Amendments to policy text also include reference to contributing to the delivery of the new Metrolink stop and new park and ride facility and enhancement of pedestrian and cycling links to and from the site to the Shaw Metrolink stop.	++	Policy refers to enhancing linkages to the countryside and local town centres, creating cycling and pedestrian friendly routes to link with existing PRoW's and improvements to metrolink and park & ride facilities	Scoring has been increased from positive to very positive.	No further recommendations are made.
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referred to in policy.	Make reference to energy efficient housing e.g. renewable energy, vehicle charging	Partially	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and design codes. The recommendation is also addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	O	Not referred to in policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	+	Policy makes reference to providing for increased demand through provision of new facility or expansion to existing facility	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E4, GM-E5	+	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	Policy states: Create safe and pedestrian / cycle friendly routes to the existing Metrolink stop at Shaw (0.84km from development area) In addition, the allocation is served by a number of bus stops				++	Policy states: Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, building on the existing recreation routes and public rights of way network.		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Create safe and pedestrian / cycle friendly routes to the existing Metrolink stop at Shaw and neighbouring areas.				++	Policy states: Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, building on the existing recreation routes and public rights of way network.		
		Improve transport connectivity?	+	Policy makes reference to providing for increased demand through provision of new facility or expansion to existing facility				++	Policy states: Contribute 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. Take account of and deliver any other highway improvements, that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities	Scoring has been increased from positive to very positive.	
		0	O	No mention, site assessment highlights local infrastructure in the area, but ability to support scale/distribution cannot be determined.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	O	No mention, site assessment highlights local infrastructure in the area, but ability to support scale/distribution cannot be determined.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	cannot be certain investment/development will affect deprived areas	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	Changes have been to the allocation policy wording, including referencing the delivery of a range of dwelling types to deliver inclusive neighbourhoods and meet local needs, improve connectivity to the surrounding area through a new spine road and new Metrolink stop, enhance pedestrian and cycling links, deliver multi functional green infrastructure; provide for new / improvement of existing open space; and contribute towards additional school places and health facilities as appropriate. The recommendation is also addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1	O	cannot be certain investment/development will affect deprived areas	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.

5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	++	Policy states: deliver inclusive neighbourhoods and meet local needs	The allocation needs to encourage integration with existing communities and provision of a range of tenures	Yes	Allocation policy wording requires development to deliver a range of dwelling types to deliver inclusive neighbourhoods and meet local needs and improve accessibility to the surrounding area. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	++	Policy states: deliver inclusive neighbourhoods and meet local needs	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				++	Policy states: deliver inclusive neighbourhoods	Scoring has been increased from neutral / no effect to very positive.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics (noting that development specifics such as access/facilities for the disabled and elderly will be considered at detailed design)				o	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics (noting that development specifics such as access/facilities for the disabled and elderly will be considered at detailed design)	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy states: Deliver multi-functional green infrastructure, enhance linkages with the countryside, enhance biodiversity within the site, provide for new and/or improved open space, sport and recreation facilities	Ensure that the policy makes reference to site specific sustainable modes of transport and green infrastructure, including specifically access to green space	Yes	Changes have been to the allocation policy wording, including additional text on enhancements to pedestrian and cycling links to encourage sustainable modes of transport. Delivered as part of a multifunctional green infrastructure network with linkages to neighbouring communities and countryside.	++	Policy states: Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, building on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Policy states: Enhance linkages with the countryside and provide for new and/or improved open space, sport and recreation facilities				++	Policy states: Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, building on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	++	Policy states: Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision				++	Policy states: Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision		
		Ensure sufficient access to educational facilities for all children?	++	Policy states: provide for additional school places to meet the increased demand, either through expansion of existing facilities or the creation of new facilities				++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority		
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements.		
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: provide for additional school places to meet the increased demand, either through expansion of existing facilities or the creation of new facilities				++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority		
		Improve educational and skill levels of the population of working age?	o	No mention in policy				o	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink Station and the potential new Metrolink station proposed as part of the Broadbent Moss strategic allocation as well as the bus network.				++	Policy states: Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, building on the existing recreation routes and public rights of way network. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			
		Support the use of sustainable and active modes of transport?	++					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/--	AQMA within 150 m of the site. Safe and pedestrian / cycle friendly routes proposed. New trips to site may affect air quality at sensitive receptors.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Yes	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code, it requires development to take account of and deliver any other improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities. Policy text also refers to the delivery of a multi functional green infrastructure network. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	+/--	AQMA within 150 m of the site. Safe and pedestrian / cycle friendly routes proposed. New trips to site may affect air quality at sensitive receptors.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+/-	Within the site there is a priority habitat and a SBI 'Shaw Side' Policy states: Deliver multi-functional Green Infrastructure and high quality landscaping within the site and around the main development areas. Enhance links with the countryside. The enhancement of the Green Infrastructure and biodiversity of the green wedge between the development parcels and the Metrolink line should form part of the comprehensive development of the site	Ensure the scheme is masterplan to take into consideration sensitive receptors such as the SBI and priority habitat	Yes	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code. In addition, reference is made to the need to retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met, The recommendation is also addressed by thematic policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10	+	Within the site there is a priority habitat and a SBI 'Shaw Side' Policy states: Deliver multi-functional Green Infrastructure and high quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation. Ensure the protection of a large green wedge, between the main development area and the Metrolink line to the east, from development and its enhancement as of part of the multi-function green infrastructure network and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment. Retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met	Scoring has been increased from positive / negative effect to positive.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+/-					+/-			
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++					++		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O					++		Scoring has been increased from neutral / no effect to very positive.	When the framework is read as a whole, no further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	Climate change vulnerability / resilience: low to average Policy states: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures, including mitigation measures and the incorporation of Sustainable Urban Drainage Systems				o	Climate change vulnerability / resilience: low to average Policy states: Be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network. Opportunities to use natural flood management and highway SUD's schemes should be explored	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+/-	19.7% in flood zone 2, 4.5% in flood zone 3. Policy states: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures, including mitigation measures and the incorporation of Sustainable Urban Drainage Systems				+/-	19.7% in flood zone 2, 4.5% in flood zone 3. Policy states: Be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network. Opportunities to use natural flood management and highway SUD's schemes should be explored		
		Ensure adequate measures are in place to manage existing flood risk?	+/-	19.7% in flood zone 2, 4.5% in flood zone 3. Policy states: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures, including mitigation measures and the incorporation of Sustainable Urban Drainage Systems				+/-	19.7% in flood zone 2, 4.5% in flood zone 3. Policy states: Be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network. Opportunities to use natural flood management and highway SUD's schemes should be explored		
		Ensure that development does not increase flood risk due to increased run-off rates?	+/-	19.7% in flood zone 2, 4.5% in flood zone 3. Policy states: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures, including mitigation measures and the incorporation of Sustainable Urban Drainage Systems				+/-	19.7% in flood zone 2, 4.5% in flood zone 3. Policy states: Be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network. Opportunities to use natural flood management and highway SUD's schemes should be explored		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	All development to follow best practice				o	All development to follow best practice		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	o/+	Assumed compliance with best practice with regards to surface and ground water. River Beal passes within the site. Policy states: Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there is no infiltration.				o/+	Assumed compliance with best practice with regards to surface and ground water. River Beal passes within the site. Policy states: 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 approach to groundwater protection and any relevant position statements		
		Promote management practices that will protect water features from pollution?	o	Assumed compliance with best practice with regards to surface and ground water. River Beal passes within the site. Policy states: Have regard to the Groundwater Source Protection Zone in the design of the development to ensure there is no infiltration.				o	Assumed compliance with best practice with regards to surface and ground water. River Beal passes within the site. Policy states: 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 approach to groundwater protection and any relevant position statements		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	o	This is a consideration for detailed design and thematic policy.				o	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Policy refers to enhancing linkages to the countryside, creating cycling and pedestrian friendly routes to the existing Metrolink	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and design codes and to the enhancements of pedestrian and cycling links to encourage sustainable modes of transport. The recommendation is also adequately addressed by thematic Policy GM-S2, GM-S3 & GM-S4.	+	Policy refers to enhancing linkages to the countryside, creating cycling and pedestrian friendly routes to the existing Metrolink	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy		Partially	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and design codes and to the enhancements of pedestrian and cycling links to encourage sustainable modes of transport. The recommendation is also addressed by thematic Policy GM-S2 & GM-S3.	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy				-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	No designated landscape features on the site Policy states: Have regard should also be had to the conclusions of the Landscape Character Assessment, provide new or enhanced open space, and deliver multi-functional Green Infrastructure and high quality landscaping within the site				+	No designated landscape features on the site Policy states: Have regard should also be had to the conclusions of the Landscape Character Assessment, provide new or enhanced open space, and deliver multi-functional Green Infrastructure and high quality landscaping within the site		
		Conserve and enhance the historic environment, heritage assets and their setting?	+	No heritage designations on the site. There are a number of nearby listed buildings. Policy states: Preserve or enhance heritage assets within, and in the vicinity of, the site and their setting. This includes the Grade II listed buildings at Birshaw House and New Bank mitigating any adverse impact.	Consider nearby listed buildings throughout detailed design to reduce risk throughout construction and operational phases	Yes	Changes have been made to the allocation policy wording, including reference to the assessment of potential impact on heritage assets and their setting, when bringing forward the proposals, through further Heritage Impact Assessments. The recommendation is also addressed by thematic Policy GM-G1, GM-G2, GM-G6 & GM-E2	++	No heritage designations on the site. There are a number of nearby listed buildings. Policy states: Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications	Scoring has been increased from positive to very positive.	No further recommendations are made.

		Respect, maintain and strengthen local character and distinctiveness?	O	Nothing proposed				O	Nothing proposed			
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	Mix of historic landfill and agricultural	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	+	Mix of historic landfill and agricultural	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	Mix of urban and agricultural grade 4 land	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised	Yes	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	+	Mix of urban and agricultural grade 4 land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	-	Mix of historic landfill, agricultural	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Yes	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Chapter 4 and Chapter 9 of the GMSF	-	Mix of historic landfill, agricultural	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	-	Mix of historic landfill, agricultural		Yes	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	-		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	O	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	O	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S7.	O	Policy text refers to a comprehensive masterplan and Design Code	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	O	No mention in policy				O		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Bottom Field Farm (Woodhouses)

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 261 new homes				+	Policy states: around 30 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs				++	Policy states: range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Policy makes reference to provision of open space, sport and recreation facilities	Make reference to opportunities to sustainably connect the site to employment, town centres and green space.	Yes	Deliver multi-functional green infrastructure and high quality landscaping within the site and around the main development areas so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation	+	Policy makes reference to provision of open space, sport and recreation facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in the policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, recommendation is also addressed by thematic Policy GM-S 2, Policy GM-S 3 and Chapter 5 of the GMSF.	O	Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	+	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E4, GM-E5	+	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	There are existing bus stops which serve the development The policy states: Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other improvements that may be needed so as to minimise the impact of associated traffic on the surroundings areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site.				++	There are existing bus stops which serve the development The policy states: Provide for appropriate access to and from the sites in liaison with the local highways authority and take account of and deliver any other improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site. Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network, so as to improve linkages and connections to adjoining communities and countryside.				++	Policy states: Provide for appropriate access to and from the sites in liaison with the local highways authority and take account of and deliver any other improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site. Retain and enhance existing Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network so as to encourage active travel and improve connections and access to adjoining communities and countryside		
		Improve transport connectivity?	++	Policy states: Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site. Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network, so as to improve linkages and connections to adjoining communities and countryside.				++	Policy states: Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site. Retain and enhance existing Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network so as to encourage active travel and improve connections and access to adjoining communities and countryside		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in the policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	O	Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	Changes have been to the allocation policy wording, including referencing the delivery of a range of dwelling types to deliver inclusive neighbourhoods and meet local needs, improving accessibility to the surrounding area, delivering multi functional green infrastructure; providing for new / improvement of existing open space; and contributing towards additional school places and health facilities as appropriate. The recommendation is also addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1. The policy / thematic policies could be further strengthened with reference to tackling deprivation.	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	The policy states: a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs.	The allocation should encourage integration within existing communities and should provide a range of housing tenures	Yes	Allocation policy wording requires development to deliver a range of dwelling types to deliver inclusive neighbourhoods and meet local needs and improve accessibility to the surrounding area. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	++	The policy states: a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs	Scoring has been increased from neutral / no effect to very positive.	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+	As above				++		No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics.				O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network, so as to improve linkages and connections to adjoining communities and countryside In relation to green infrastructure policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area				++	In relation to walking and cycling policy states: Retain and enhance existing Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network so as to encourage active travel and improve connections and access to adjoining communities and countryside In relation to green infrastructure policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with requirements set out in the local plan for Oldham.				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities, commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy states: Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision in liaison with the local authority and Public Health.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-E5, GM-E6 & GM-E7	+	Policy states: Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority				++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with requirements set out in the Oldham local plan				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities, commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E5.	++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority		
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
		Reduce the need to travel and promote efficient patterns of movement?	++	The policy states: Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other improvements that may be needed so as to				++	The policy states: Provide for appropriate access to and from the sites in liaison with the local highways authority and take account of and deliver any other improvements that may be needed so as to		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			

9	Promote sustainable modes of transport	Support the use of sustainable and active modes of transport?	++	minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site. Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network, so as to improve linkages and connections to adjoining communities and countryside.				++	minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site. Retain and enhance existing Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network so as to encourage active travel and improve connections and access to adjoining communities and countryside		
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/--	The site is directly adjacent to an AQMA The policy makes reference to active transport provision	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors. This is especially important in relation to the east adjacent to the AQMA boundary.	Yes	Changes have been made to the allocation policy wording, including the requirement for development to take account of and deliver any other improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	+/--	The site is directly adjacent to an AQMA The policy makes reference to active transport provision	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	The site is directly adjacent to a site of biological importance 'Lord's Brook Flushes' which are located to the north The policy states: Retain and enhance areas of biodiversity within the site (most notably the existing Brookdale Golf Course and Lord's Brook Flushes SBIs) and the areas of priority habitats and protected species, to deliver a clear and measurable net gain in biodiversity. In relation to green infrastructure the policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area. In addition, the policy makes provision for recreation uses.	Consider ecological receptors throughout detailed design, especially to the north adjacent to the SBI, to reduce risk throughout construction and operational phases.	Yes	Changes have been made to the allocation policy wording, including the retention and enhancement of biodiversity within the site, notably areas of priority habitats, following the mitigation hierarchy and delivering a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network. It also requires further ecological surveys to inform planning applications. It also requires contribution towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment. The recommendation is also addressed by thematic policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10	+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+					+	The site is directly adjacent to a site of biological importance 'Lord's Brook Flushes' which are located to the north	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++		Integrate green infrastructure throughout the scheme at masterplan stage, to mitigate from impact on the adjacent habitats	Yes		++	The policy states: Retain and enhance the hierarchy of biodiversity within the site, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity integrating them as part of a multi-functional green infrastructure network with the wider environment In relation to green infrastructure the policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site and around the main development areas so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area. In addition, the policy makes provision for recreation uses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+					++		Scoring has been increased from positive to very positive.	No further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the predicted effects of climate change across GM?	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	-/O	Relatively average to high Flood Vulnerability. The policy states: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance.				-/O	Relatively average to high Flood Vulnerability. Policy states: Be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for each site and deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network. Development should be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Opportunities to use natural flood management should be explored		
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	None of the site is within flood zone 2 or 3. However, River Medlock runs to the south of the site. As such the policy reflects this stating: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance.	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk, the is especially relevant to the south of the site where there is closer proximity to River Medlock	Yes	Changes have been made to the allocation policy wording, including reference to appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site and ensuing mitigation and sustainable drainage systems are in line with the GM Strategic Flood Risk Assessment (SFRA) SUDSs guidance. In addition, allocation policy wording has been amended to suggest that further opportunities to use natural flood management should be explored. The recommendation is also addressed by thematic Policy GM-S5	+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	+					+	None of the site is within flood zone 2 or 3. However, River Medlock runs to the south of the site. As such the policy reflects this stating:	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	+					+	Policy states: Be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for each site and deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network. Development should be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Opportunities to use natural flood management should be explored	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+					+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Promote management practices that will protect water features from pollution?	O	As above				O	As above		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to walking provision The policy does not make reference to energy efficiency				+	Reference in policy to walking provision The policy does not make reference to energy efficiency		
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+					+			
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+					+			
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	++	No landscape designations Policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area.				++	No landscape designations Policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site and around the main development areas so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area.		
		Conserve and enhance the historic environment, heritage assets and their setting?	+	No heritage assets on the site. Bank Woodhouses Conservation Area runs through the centre of the site The policy states: Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals.				++	No heritage assets on the site. Bank Woodhouses Conservation Area runs through the centre of the site The policy states: Identify any designated and non-designated heritage assets and assess the potential impact on the asset and its setting, when bringing forward the proposals, through further Heritage Impact Assessments. Development should be in keeping with the local character of Woodhouses in terms of materials, design and landscaping	Scoring has been increased from positive to very positive	No further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	++	As above				++	As above		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield land				--	Greenfield land		
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	Grade 4 agricultural land				+	Grade 4 agricultural land		
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield land	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield land	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-E1.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Broadbent Moss

			2019					2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	Policy aims to deliver 1,451 homes including affordable housing.				++	Policy aims to deliver 1,450 homes including affordable housing.		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy includes a mix of high quality family housing.				++	Policy includes a range of dwelling types and sizes so as to deliver inclusive neighbourhoods and meet local needs, including a mix of high quality family housing		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Policy references employment floorspace, delivery of a local centre to provide retail, and green infrastructure as part of integrated approach to infrastructure delivery.				++	Policy references employment floorspace, delivery of a local centre to provide retail, and green infrastructure as part of integrated approach to infrastructure delivery.		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referred to in policy. May be more appropriate to add energy efficiency and resilience considerations to thematic policy on carbon emissions.	Make specific reference to energy efficiency of the housing stock	Partially	Changes have been made to the allocation policy wording, including referencing a comprehensive masterplan and Design Code which may address energy efficiency and resilience. The recommendation is also addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	O	Policy text refers to a comprehensive masterplan and Design Code which may address energy efficiency and resilience	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Policy seeks to deliver 21,720sqm of employment floorspace.				++	Policy seeks to deliver 21,720sqm of employment floorspace.		
		Support education and training to provide a suitable labour force for future growth?	++	Policy aims to contribute towards the provision of additional school places within the allocation, either through new schools or expansions. May be more appropriate to deal with education and training in thematic policies.	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E4, GM-E5	++	Policy aims to contribute towards the provision of additional school places within the allocation, either through new schools or expansions.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	Policy seeks to deliver a new Metrolink stop, potentially including park and ride facilities.				++	Policy seeks to deliver a new Metrolink stop, potentially including park and ride facilities.		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy aims to deliver highway improvements and deliver a new Metrolink stop.				++	Policy aims to contribute towards the delivery of a new Metrolink stop and park and ride facility		
		Improve transport connectivity?	++	Policy aims to deliver highway improvements and deliver a new Metrolink stop.				++	Policy aims to deliver highway improvements and deliver a new Metrolink stop.		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	Nothing proposed	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	o	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Changes have been to the allocation policy wording, including referencing the delivery of a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, improving accessibility to the surrounding area, delivering multi functional green infrastructure; providing for new / improvement of existing open space; and contributing towards additional school places and health facilities as appropriate. The recommendation is also addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.

5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	Allocation policy wording requires development to deliver a range of dwelling types to deliver inclusive neighbourhoods and meet local needs and improve accessibility to the surrounding area. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	++	The policy states: a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs	Scoring has been increased from neutral / no effect to positive.	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				++		No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy includes provision of safe pedestrian/cycle friendly routes and delivery of multi-functional green space.				++	Policy states: Enhance pedestrian and cycling links to and from the site to the new Metrolink stop, the Broadbent Moss strategic allocation, bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility. This should be delivered as part of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Greenspace exists within the site in the form of playing fields or spaces; multiple greenspace areas around the site. Policy includes provision for delivery of multi-functional green infrastructure and high quality landscaping.				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements; Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	++	Policy calls for provision of appropriate health facilities to meet increased demand which will be placed on existing provision in conjunction with the local authority and Public Health.	Ensure provision is accessible to all and that capacity is considering during master planning	Partially	Changes have been made to the allocation policy wording, including, reference to a comprehensive masterplan and Design Code. The recommendation is also addressed by thematic policy GM-E5, GM-E6 & GM-E7	++	Policy states: Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision	No change has been made to scoring.	It is considered that the policy or appropriate thematic policy could be further strengthened through reference to accessibility standards.
		Ensure sufficient access to educational facilities for all children?	++	Policy provides for additional school places to meet the increased demand, either through expansion or provision of new facilities.				++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	Policy seeks appropriate contribution towards provision of new community facilities.				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements	Scoring has been increased from positive to very positive.	No further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy seeks contributions towards additional school places in regard to need generated by the development.				++	Policy seeks contributions towards additional school places in regard to need generated by the development.		
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Deliver a new Metrolink stop, provide safe pedestrian/cycle friendly routes to and from the wider strategic allocation, deliver highway improvements. It includes enhancement of recreational routes.				++	Policy states: Deliver a new Metrolink stop, provide safe pedestrian/cycle friendly routes to and from the wider strategic allocation, deliver highway improvements and enhancement of recreational routes.		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			
		Support the use of sustainable and active modes of transport?	++					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	- / +	AQMA runs along the site's western border along B6194. However, policy calls for noise and air quality mitigation to protect the amenity of any new and existing occupiers.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Yes	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code. It requires development to take account of and deliver any other improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities. Policy text also refers to the delivery of a multi functional green infrastructure network and the incorporation of 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. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	- / +	AQMA runs along the site's western border along B6194. Policy references the incorporation of 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 highways improvements and walking and cycling infrastructure.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide opportunities to enhance new and existing wildlife and geological sites?	+					+			

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+	Site boundary includes priority habitats and sites of biological importance. Additionally, it borders a wildlife corridor. Policy seeks to deliver multi-functional greenspace, enhance linkages with the neighbouring communities and countryside, and retain and enhance biodiversity areas within the site. It additionally aims to retain and enhance existing recreational routes and Public Rights of Way as well as provide or improve open space/sport/recreation facilities.				+	Site boundary includes priority habitats and sites of biological importance. Additionally, it borders a wildlife corridor. Policy seeks to deliver multi-functional greenspace, enhance linkages with the neighbouring communities and countryside, and retain and enhance biodiversity areas within the site. It additionally aims to retain and enhance existing recreational routes and Public Rights of Way as well as provide or improve open space/sport/recreation facilities.		
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++		Design should consider how to integrate green infrastructure and enhance biodiversity, incorporating existing green infrastructure into the development.	Yes	Changes have been made to the allocation policy wording, including the delivery of a multi-functional green infrastructure network (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation. The recommendation is also addressed by thematic Policy GM-G9 & GM-G10	++		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+		Include provision for amenity and tranquillity			++		Scoring has been increased from positive to very positive.	No further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	Flood vulnerability ranges from relatively low to relatively high. Policy ensures appropriate flood risk assessment and a comprehensive drainage strategy, including sustainable drainage systems.	Design should include mitigation for high temperature events.	Yes	Changes have been made to the allocation policy wording, including referencing a comprehensive masterplan and Design Code and the provision for a wetland catchment area to provide flood storage, alongside the wider GI network. The recommendation is also addressed by thematic Policy GM-S2, GM-S4 & GM-S5	+	Flood vulnerability ranges from relatively low to relatively high. Policy states: Be informed by an appropriate flood risk assessment, incorporating the Environment Agency's updated Beal model and feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including recommendations from the GMSF exceptions test and further mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network. SUDSs should be delivered in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Opportunities to use natural flood management and highway SUD's schemes should be explored	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	-	This site is within both Flood Zone 2 and 3. Policy ensures a flood risk assessment and comprehensive drainage strategy be completed. Policy also includes provision for a wetland catchment area.	Restrict development to areas not in flood zones	Yes	Changes have been made to the allocation policy wording, including referencing the need for development to be informed by an appropriate flood risk assessment, exploration of further opportunities to use natural flood management and also provision for a wetland catchment area to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts downstream . Allocation policy wording also references a comprehensive masterplan and Design Code agreed by the local planning authority. The recommendation is also addressed by thematic policy GM-S5	-	This site is within both Flood Zone 2 and 3. Policy states: Be informed by an appropriate flood risk assessment, incorporating the Environment Agency's updated Beal model and feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including recommendations from the GMSF exceptions test and further mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network. SUDSs should be delivered in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Opportunities to use natural flood management and highway SUD's schemes should be explored. Policy also refers to the provision for a wetland catchment area, in liaison with the Environment Agency, Local Lead 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	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	+	Policy ensures appropriate flood risk assessment and a comprehensive drainage strategy, including sustainable drainage systems.				+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	+	Policy calls for delivery of measures to control the rate of surface water run-off.				+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	Policy calls for sustainable drainage systems.				+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.		
		Promote management practices that will protect water features from pollution?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Policy includes provision for a new Metrolink stop and pedestrian/cycle friendly routes.	Make reference to low carbon and renewable energy, and ways in which energy efficiency can be increased.	Partially	Changes have been made to the allocation policy wording, including referencing a comprehensive masterplan and Design Code and to the enhancements of pedestrian and cycling links to encourage sustainable modes of transport. The recommendation is also addressed by thematic Policy GM-S2 & GM-S3.	+	Policy includes provision for a new Metrolink stop and pedestrian/cycle friendly routes.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-	No mention in policy				-	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-	No mention in policy				-	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve landscape quality and the character of open spaces and the public realm?	+	The site is almost entirely within a landscape character area. Policy aims provide new and/or improved open space, sport/recreation facilities.	Ensure landscape appraisal as part of any planning application	Yes	Changes have been made to the allocation policy wording, including ensuring regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines. A Landscape Appraisal is required to inform any planning application. The recommendation is also addressed by thematic Policy GM-G1, GM-G2, GM-G6 & GM-E2	+	The site is almost entirely within a landscape character area. Policy aims to provide new and/or improved open space, sport/recreation facilities and states that regard will be given to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines and that a Landscape Appraisal is required to inform any planning application	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Conserve and enhance the historic environment, heritage assets and their setting?	+	There are no listed assets within the site. Policy seeks to preserve or enhance heritage assets within the vicinity of the site.				+	There are no listed assets within the site. Policy seeks to preserve or enhance heritage assets within the vicinity of the site.		
		Respect, maintain and strengthen local character and distinctiveness?	o	No mention in policy				o	No mention in policy		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	Site is primarily Grade 4 agricultural land classification with urban along the edges.				+	Site is primarily Grade 4 agricultural land classification with urban along the edges.		
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	Site is primarily Grade 4 agricultural land classification with urban along the edges.				+	Site is primarily Grade 4 agricultural land classification with urban along the edges.		
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	Site is primarily Grade 4 agricultural land classification with urban along the edges.				+	Site is primarily Grade 4 agricultural land classification with urban along the edges.		
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	Site is primarily Grade 4 agricultural land classification with urban along the edges.				+	Site is primarily Grade 4 agricultural land classification with urban along the edges.		
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Chew Brook Vale (Robert Fletchers)

			2019				2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: 171 homes and 10 to 15 holiday lodges				+	Policy states: 170 homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: mix of low density family and executive homes and affordable homes of 2 and 3 bedrooms				++	Policy states: mix of low density family and executive homes and affordable homes of 2 and 3 bedrooms		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	The policy makes provision for employment and access to green space				++	The policy makes provision for access to green space		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in the policy	Make specific reference to energy efficiency of the housing stock	Yes	Changes have been made to the allocation policy wording, including referencing a comprehensive masterplan and Design Code and ensuring high quality design that is environmentally driven including maximum energy efficiency through good building design and fuel-efficient technology. The recommendation is also addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	++	Policy states: maximum energy efficiency through good building design and fuel-efficient technology	Scoring has been increased from neutral / no effect to very positive.	No further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	The policy states: provide up to 2,500sqm of B1 employment floorspace. The policy also makes reference to new commercial, leisure and retail facilities, in addition to significant tourism opportunities including a hotel and holiday lodges.				++	The policy states: Deliver a mixed-use area on the site of the former Robert Fletchers Mill that will provide a range of commercial, leisure and retail facilities		
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority. In addition the policy states: Make provision for a visitor education centre linking to the Dovestones Reservoir in partnership with the RSPB and United Utilities.	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E4, GM-E5	++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	There are existing bus stops and a train station which serve the development. The policy states: It will also need to take account of and deliver other highway improvements, including walking, cycling and bus infrastructure improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas, including linkages to Dovestones Reservoir, as well as explore and deliver opportunities for public transport services to and from the site.				++	There are existing bus stops and a train station which serve the development. The policy states: Take account of and deliver other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve access to the surrounding area, including off-site highway improvements, high-quality walking and cycling and public transport facilities, including opportunities for bus service provision into the site		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Provide a new access point to the site at Manchester Road, with a spine road into the south western part of the site to the rear of Waterside Mill and linking to and enhancing the existing highway network to the redundant paper mill site and Dovestones Reservoir beyond. It will also need to take account of and deliver other highway improvements, including walking, cycling and bus infrastructure improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas, including linkages to Dovestones Reservoir, as well as explore and deliver opportunities for public transport services to and from the site.				++	Policy states: Take account of and deliver other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve access to the surrounding area, including off-site highway improvements, high-quality walking and cycling and public transport facilities, including opportunities for bus service provision into the site. Provide a new access point to the site at off the A669 / A635, including a new bridge structure		
		Improve transport connectivity?	++	Policy states: Provide a new access point to the site at Manchester Road, with a spine road into the south western part of the site to the rear of Waterside Mill and linking to and enhancing the existing highway network to the redundant paper mill site and Dovestones Reservoir beyond. It will also need to take account of and deliver other highway improvements, including walking, cycling and bus infrastructure improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas, including linkages to Dovestones Reservoir, as well as explore and deliver opportunities for public transport services to and from the site.				++	Policy states: Take account of and deliver other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve access to the surrounding area, including off-site highway improvements, high-quality walking and cycling and public transport facilities, including opportunities for bus service provision into the site		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in the policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	O	Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Changes have been to the allocation policy wording, including, deliver a mix of housing and affordable housing, require highway improvements and green and blue infrastructure to improve access to the surrounding area. The recommendation is also addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Foster good relations between different people?	O	Not referenced in the policy				O	Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

5	Promote equality of opportunity and the elimination of discrimination	Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	As above	The allocation should encourage integration within existing communities and should provide a range of housing tenures	Partially	Changes have been made to the allocation policy wording, including, delivering a mix of housing and affordable housing, highway improvements and green and blue infrastructure to improve access to the surrounding area. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	O	Policy states: delivery of green and blue infrastructure to improve access to the surrounding area	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics.				O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	In relation to walking and cycling policy states: It will also need to take account of and deliver other highway improvements, including walking, cycling and bus infrastructure improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas, including linkages to Dovestones Reservoir, as well as explore and deliver opportunities for public transport services to and from the site. In relation to green infrastructure policy states: Incorporate multi-functional green and blue infrastructure and high levels of landscaping so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. This should include footpath networks and recreation routes that incorporate existing trees, hedgerows, habitat areas and mill / fishing ponds, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas and which provides a green route along the river/brook, ensuring that development is set back to allow ecological movement.				++	In relation to walking and cycling policy states: Take account of and deliver other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve access to the surrounding area, including off-site highway improvements, high-quality walking and cycling and public transport facilities, including opportunities for bus service provision into the site. In relation to green infrastructure policy states: Incorporate multi-functional green and blue infrastructure and high levels of landscaping so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. This should include footpath networks and recreation routes that incorporate existing trees, hedgerows, habitat areas and mill / fishing ponds, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas.	Scoring has been increased from positive to very positive	No further recommendations are made.
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with requirements set out in the local plan for Oldham.				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements, and local surpluses and deficiencies		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy states: Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision in liaison with the local authority and Public Health.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code, it also states that development will be required to contribute to additional school places and health and community facilities. The recommendation is also addressed by thematic policy GM-E5, GM-E6 & GM-E7	+	Policy states: Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision in liaison with the local authority and Public Health	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority.				++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with requirements set out in the Oldham local plan				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with local planning policy requirements, and local surpluses and deficiencies	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority. In addition the policy states: Make provision for a visitor education centre linking to the Dovestones Reservoir in partnership with the RSPB and United Utilities.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code, it also states that development will be required to contribute to additional school places. The recommendation is also addressed by thematic policy GM-E5	++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	The policy states: It will also need to take account of and deliver other highway improvements, including walking, cycling and bus infrastructure improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas, including linkages to Dovestones Reservoir, as well as explore and deliver opportunities for public transport services to and from the site.				++	The policy states: It will also need to take account of and deliver other highway improvements, including walking, cycling and bus infrastructure improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas, including linkages to Dovestones Reservoir, as well as explore and deliver opportunities for public transport services to and from the site.		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			
		Support the use of sustainable and active modes of transport?	++					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	The site is not within 500m of an AQMA The policy makes reference to active transport provision	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Yes	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code, and requirement for development to take account of and deliver other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve access to the surrounding area, including off-site highway improvements, high-quality walking and cycling and public transport facilities, including opportunities for bus service provision into the site. The recommendation is also addressed by Chapter 5 of the GMSF and thematic Policy GM-S 2 and Policy GM-S 6.	+	The site is not within 500m of an AQMA The policy makes reference to active transport provision	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	++/-	Within the site are priority habitats. Adjacent to the site along the eastern side is a SBI, SSSI, SAC, SPA and Peak District National Park. As such there is a risk and an opportunity to biodiversity and nature The policy states: Incorporate multi-functional green and blue infrastructure and high levels of landscaping so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. This should include footpath networks and recreation routes that incorporate existing trees, hedgerows, habitat areas and mill / fishing ponds, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas and which provides a green route along the river/brook, ensuring that development is set back to allow ecological movement. Be designed so as to minimise the landscape impact having regard to the findings and recommendations of the GM Landscape Character Assessment for the Unenclosed Uplands and Fringes (Dark Peak) – Shore Edge to Dovestones Reservoir Landscape	Consider ecological receptors throughout detailed design, especially the area of priority habitat and to the east of the site which is adjacent to a number of receptors, to reduce risk throughout construction and operational phases.	Yes	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code and the retention and enhancement of biodiversity within the site, notably the areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network with the wider environment. It also requires a HRA and	++/-	Within the site are priority habitats. Adjacent to the site along the eastern side is a SBI, SSSI, SAC, SPA and Peak District National Park. As such there is a risk and an opportunity to biodiversity and nature The policy states: Incorporate multi-functional green and blue infrastructure and high levels of landscaping so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. This should include footpath networks and recreation routes that incorporate existing trees, hedgerows, habitat areas and mill / fishing ponds, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	++/-					++/-		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++/-	Character Type. Retain and enhance areas of biodiversity within and adjoining the site to deliver a clear and measurable net gain in biodiversity and be designed to relate positively to Chew Brook running through the site, including the protection and enhancement of semi-natural habitats and promotion of their public enjoyment. Ensure that development does not have an adverse impact on the integrity of the nearby Special Protection Area (SPA) and Special Area of Conservation (SAC).	Integrate green infrastructure throughout the scheme at masterplan stage, to mitigate from impact on the adjacent habitats		further ecological surveys to inform planning applications. The recommendation is also addressed by thematic policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10	++	Retain and enhance the hierarchy of biodiversity within the site, notably the areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network with the wider environment Ensure that development does not have an adverse impact on the integrity of the nearby Special Protection Area (SPA) and Special Area of Conservation (SAC). The recommendations from the Habitat Regulations Assessment must be considered	Scoring has been increased from very positive/ negative to very positive	No further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	++/-	Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with requirements set out in the Oldham Local Plan, including the enhancement of the existing playing fields.				++		Scoring has been increased from very positive/ negative to very positive	No further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+/O	Relatively average Flood Vulnerability. The policy states: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance.				+/O	Relatively average Flood Vulnerability. The policy states: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	There is a section of the site in flood zone 3, which runs through the site and to the east. As such the policy reflects this stating: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance.	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk, the is especially relevant to the east of the site near Dovestone Reservoir	Partially	Changes have been made to policy wording, including the removal of reference to mitigation against any flood risk. However, the recommendation is addressed by thematic Policy GM-S5.	+	There is a section of the site in flood zone 3, which runs through the site and to the east. As such the policy reflects this stating: Be informed by an appropriate flood risk assessment, which takes account of any recommendations form the Strategic Flood Risk Assessment Exceptions Test, and feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems so as to control the rate of surface water run-off. A detailed topographical study may be required. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Opportunities to use natural flood management should be explored	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	+					+	There is a section of the site in flood zone 3, which runs through the site and to the east. As such the policy reflects this stating: Be informed by an appropriate flood risk assessment, which takes account of any recommendations form the Strategic Flood Risk Assessment Exceptions Test, and feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems so as to control the rate of surface water run-off. A detailed topographical study may be required. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Opportunities to use natural flood management should be explored	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	+					+	There is a section of the site in flood zone 3, which runs through the site and to the east. As such the policy reflects this stating: Be informed by an appropriate flood risk assessment, which takes account of any recommendations form the Strategic Flood Risk Assessment Exceptions Test, and feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems so as to control the rate of surface water run-off. A detailed topographical study may be required. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Opportunities to use natural flood management should be explored	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+					+	There is a section of the site in flood zone 3, which runs through the site and to the east. As such the policy reflects this stating: Be informed by an appropriate flood risk assessment, which takes account of any recommendations form the Strategic Flood Risk Assessment Exceptions Test, and feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems so as to control the rate of surface water run-off. A detailed topographical study may be required. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Opportunities to use natural flood management should be explored	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. In addition the policy states: Be informed by, and deliver the recommendations of, an appropriate visitor management plan to ensure that there is no adverse impact on Dovestones Reservoir, the Peak District National Park and designated conservation areas.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. In addition the policy states: Be informed by, and deliver the recommendations of, an appropriate visitor management plan to ensure that there is no adverse impact on Dovestones Reservoir, the Peak District National Park and designated conservation areas. Development must have regard to the duty to care for the Peak District National Park under Section 62(2) of the Environment Act		
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. In addition the policy states: Be informed by, and deliver the recommendations of, an appropriate visitor management plan to ensure that there is no adverse impact on Dovestones Reservoir, the Peak District National Park and designated conservation areas.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. In addition the policy states: Be informed by, and deliver the recommendations of, an appropriate visitor management plan to ensure that there is no adverse impact on Dovestones Reservoir, the Peak District National Park and designated conservation areas. Development must have regard to the duty to care for the Peak District National Park under Section 62(2) of the Environment Act		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to the provision of walking and cycling infrastructure The policy does not make reference to energy efficiency				+	Reference in policy to the provision of walking and cycling infrastructure Policy states: maximum energy efficiency through good building design and fuel-efficient technology		
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+					+			
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+					+			

16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	++	No landscape designations Policy states: Incorporate multi-functional green and blue infrastructure and high levels of landscaping so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. This should include footpath networks and recreation routes that incorporate existing trees, hedgerows, habitat areas and mill / fishing ponds, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas and which provides a green route along the river/brook, ensuring that development is set back to allow ecological movement; Be designed so as to minimise the landscape impact having regard to the findings and recommendations of the GM Landscape Character Assessment for the Unenclosed Uplands and Fringes (Dark Peak) – Shore Edge to Dovestones Reservoir Landscape Character Type.				++	No landscape designations Policy states: Incorporate multi-functional green and blue infrastructure and high levels of landscaping so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. This should include footpath networks and recreation routes that incorporate existing trees, hedgerows, habitat areas and mill / fishing ponds, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas;		
		Conserve and enhance the historic environment, heritage assets and their setting?	++	The site contains two listed buildings; Greenfield House at Greenfield Mill and New Barn. In addition, the site is adjacent to Hey Top Conservation Area to the south west. The policy states: Preserve and enhance heritage assets within, and in the vicinity of, the site and their setting. This includes Hey Top Conservation Area and New Barn and Greenfield House at Greenfield Mill listed buildings. It will also identify and assess the potential impact on other non-designated heritage assets within the site and its setting.				++	The site contains two listed buildings; Greenfield House at Greenfield Mill and New Barn. In addition, the site is adjacent to Hey Top Conservation Area to the south west. The policy states: Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Development proposals should seek opportunities to secure and enhance the sustainable use of Greenfield House and other non-designated heritage assets, including their settings		
		Respect, maintain and strengthen local character and distinctiveness?	++	The site contains two listed buildings; Greenfield House at Greenfield Mill and New Barn. In addition, the site is adjacent to Hey Top Conservation Area to the south west. The policy states: Preserve and enhance heritage assets within, and in the vicinity of, the site and their setting. This includes Hey Top Conservation Area and New Barn and Greenfield House at Greenfield Mill listed buildings. It will also identify and assess the potential impact on other non-designated heritage assets within the site and its setting.				++	The site contains two listed buildings; Greenfield House at Greenfield Mill and New Barn. In addition, the site is adjacent to Hey Top Conservation Area to the south west. The policy states: Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. Development proposals should seek opportunities to secure and enhance the sustainable use of Greenfield House and other non-designated heritage assets, including their settings		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+/-	Greenfield land and PDL				+/-	Greenfield land and PDL		
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	Grade 4 agricultural land	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	+	Grade 4 agricultural land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+/-	Greenfield land and PDL	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	+/-	Greenfield land and PDL	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+/-	Greenfield land and PDL	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	+/-	Greenfield land and PDL	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).			o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Cowlishaw

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 465 new homes				+	Policy states: around 460 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: 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.				++	Policy states: 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		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Policy states: Mitigate the impact of the development on the local highway network as required, including by ensuring good public transport access and improving walking and cycling connections to Shaw and Royton town centres.				++	Policy states: Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in the policy	Make reference in the policy to bringing forward energy efficient housing e.g. Vehicle charging points, renewable energies	Partially	Changes have been made to the allocation policy wording, including referencing a comprehensive masterplan and Design Code which may address energy efficiency and resilience. The recommendation is also addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	O	Policy text refers to a comprehensive masterplan and Design Code which may address energy efficiency and resilience	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority.	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E4, GM-E5.	++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	There are existing bus stops and metrolink stops which serve the development and the policy proposed transport improvements which link it to employment opportunities. The policy states: Mitigate the impact of the development on the local highway network as required, including by ensuring good public transport access and improving walking and cycling connections to Shaw and Royton town centres.				++	There are existing bus stops and metrolink stops which serve the development and the policy proposed transport improvements which link it to employment opportunities. The policy states: Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	The policy suggests transport infrastructure including: Mitigate the impact of the development on the local highway network as required, including by ensuring good public transport access and improving walking and cycling connections to Shaw and Royton town centres.				++	Policy states: Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities		
		Improve transport connectivity?	++	As above				++	As above		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in the policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	O	Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Changes have been to the allocation policy wording, including referencing the delivery of a range of dwelling types to deliver inclusive neighbourhoods and meet local needs, improving accessibility to the surrounding area, delivering multi functional green infrastructure; providing for new / improvement of existing open space; and contributing towards additional school places and health facilities as appropriate. The recommendation is also addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1 . The policy / thematic policies could be strengthened with regard to benefits to deprived areas.	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.

5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	The policy states: 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.	The allocation should encourage integration within existing communities and should provide a range of housing tenures	Yes	Allocation policy wording requires development to deliver a range of dwelling types to deliver inclusive neighbourhoods and meet local needs and improve accessibility to the surrounding area. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	++	The policy states: a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs	Scoring has been increased from positive to very positive.	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+	The policy states: 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.				++		No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics.				O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Mitigate the impact of the development on the local highway network as required, including by ensuring good public transport access and improving walking and cycling connections to Shaw and Royton town centres. In relation to green infrastructure policy states: Deliver multi-functional green infrastructure and a high level of landscaping within the site and around the main development areas. This should include the retention of existing features where practicable, so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside				++	In relation to walking and cycling policy states: Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities In relation to green infrastructure policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site and around the main development areas. So as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with requirements set out in the local plan for Oldham.				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated, and local surpluses and deficiencies, in line with local planning policy requirements. This includes the retention or relocation, if required, and improvement of the existing play area off Kings Road, within the site		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy states: Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision in liaison with the local authority and Public Health.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Yes	Changes have been made to the allocation policy wording, including, including reference to a comprehensive masterplan and Design Code and states that development will be required to contribute to additional school places and health and community facilities. The recommendation is also addressed by thematic policy GM-E5, GM-E6 & GM-E7	+	Policy states: Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority				++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with requirements set out in the Oldham local plan				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated, and local surpluses and deficiencies, in line with local planning policy requirements. This includes the retention or relocation, if required, and improvement of the existing play area off Kings Road, within the site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Yes	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code, it also states that development will be required to contribute to additional school places. The recommendation is also addressed by thematic policy GM-E5	++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	The policy states: Mitigate the impact of the development on the local highway network as required, including by ensuring good public transport access and improving walking and cycling connections to Shaw and Royton town centres.				++	The policy states: Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			
		Support the use of sustainable and active modes of transport?	++					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/-	The site is within 500m of an AQMA The policy makes reference to active transport provision	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Yes	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code, it requires development to take account of and deliver any other improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	+/-	The site is within 500m of an AQMA The policy makes reference to active transport provision	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	Within the site are a number of priority habitat sites and 'Ponds at Cowlishaw Farm' site of biological importance.	Consider ecological receptors throughout detailed design, to reduce risk throughout construction and operational phases.	Yes	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code and the retention and enhancement of the hierarchy of biodiversity within the site, notably the existing Cowlishaw Ponds SBI and the area of priority habitat to the south of Crompton Primary School, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network with the wider environment. It also requires a Habitats Regulation Assessment and further ecological surveys to inform planning applications. The recommendation is also addressed by thematic policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10	+	Within the site are a number of priority habitat sites and 'Ponds at Cowlishaw Farm' site of biological importance. The policy states: Retain and enhance the hierarchy of biodiversity within the site, notably the existing Cowlishaw Ponds SBI and the area of priority habitat to the south of Crompton Primary School, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network with the wider environment. In relation to green infrastructure the policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site and around the main development areas. So as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation. In addition, the policy makes provision for recreation uses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+	The policy states: Retain and enhance areas of biodiversity within the site, most notably the existing Cowlishaw Ponds SBI and the area of priority habitat to the rear of Worsley Drive to deliver a clear and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network. In relation to green infrastructure the policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site and around the main development areas. So as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be had to the conclusions of the Landscape Character Assessment for the Rochdale and Oldham South Pennines Foothills. In addition, the policy makes provision for recreation uses.			+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++		Integrate green infrastructure throughout the scheme at masterplan stage, to mitigate from impact on the adjacent habitats	Yes		++		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+					+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	-/O	Relatively average Flood Vulnerability. The policy states: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy for the whole site and deliver any appropriate recommendations and measures, including mitigation measures. Incorporate sustainable drainage systems within the site adjacent to the boundary with Crocus Drive, in the south western corner and below the area of development south of Denbigh Drive, so as to control the rate of surface water run-off. Any sustainable drainage systems should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs			Given the greater emphasis on climate change, it is considered this policy	-/O	Relatively average Flood Vulnerability. The policy states: Be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Opportunities to use natural flood management should be explored.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	None of the site is within flood zone 2 or 3. As such the policy reflects this stating: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy for the whole site and deliver any appropriate recommendations and measures, including mitigation measures. Incorporate sustainable drainage systems within the site adjacent to the boundary with Crocus Drive, in the south western corner and below the area of development south of Denbigh Drive, so as to control the rate of surface water run-off. Any sustainable drainage systems should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance.	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Yes	Changes have been made to the allocation policy wording, including reference to appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site and ensuing mitigation and sustainable drainage systems are in line with the GM Strategic Flood Risk Assessment (SFRA) SUDSs guidance. In addition, allocation policy wording has been amended to suggest that further opportunities to use natural flood management should be explored. The recommendation is also addressed by thematic policy GM-S5	+	None of the site is within flood zone 2 or 3. As such the policy reflects this stating: The policy states: Be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Opportunities to use natural flood management should be explored.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	+					+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	+					+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+					+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking provision The policy does not make reference to energy efficiency				+	Reference in policy to cycling and walking provision The policy does not make reference to energy efficiency		
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+	Reference in policy to cycling and walking provision The policy does not make reference to energy efficiency				+	Reference in policy to cycling and walking provision The policy does not make reference to energy efficiency		
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	Reference in policy to cycling and walking provision The policy does not make reference to energy efficiency				+	Reference in policy to cycling and walking provision The policy does not make reference to energy efficiency		
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	++	No landscape designations Policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site and around the main development areas. So as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be had to the conclusions of the Landscape Character Assessment for the Rochdale and Oldham South Pennines Foothills				++	No landscape designations Policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site and around the main development areas. So as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	No heritage assets on the site The policy states: Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals.				O	No heritage assets on the site The policy states: Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications		
		Respect, maintain and strengthen local character and distinctiveness?	++	As above				++	As above		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	majority of the site is Grade 4 but some of the north is urban				+	majority of the site is Grade 4 but some of the north is urban		
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	majority of the site is Grade 4 but some of the north is urban	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	+	majority of the site is Grade 4 but some of the north is urban	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	majority of the site is Grade 4 but some of the north is urban	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	+	majority of the site is Grade 4 but some of the north is urban	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	majority of the site is Grade 4 but some of the north is urban	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	+	majority of the site is Grade 4 but some of the north is urban	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans.		No changes made to the allocation policy wording. However, the	o		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

		Promote reduced waste generation rates?	o	No mention in policy	and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	recommendation is addressed by thematic policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Hanging Chadder

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy aims to deliver 260 homes including affordable housing.				+	Policy aims to deliver 260 homes including affordable housing.		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy includes a range of dwelling types and sizes.				++	Policy includes a range of dwelling types and sizes.		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	No mention in policy	Make reference to opportunities to sustainably connect the site to employment, town centres and green space.	Yes	Changes have been made to the allocation policy wording, including reference to highway improvements that may be needed to improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities and delivery of multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) to enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation	++	No mention in policy	Scoring has been increased from neutral / no effect to very positive	No further recommendations are made.
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referred to in policy.	Make specific reference to energy efficiency of the housing stock	Partially	Changes have been made to the allocation policy wording, including referencing a comprehensive masterplan and Design Code which may address energy efficiency and resilience. The recommendation is also addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	O	Policy text refers to a comprehensive masterplan and Design Code which may address energy efficiency and resilience	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	Housing only				o	Housing only		
		Support education and training to provide a suitable labour force for future growth?	++	Policy includes provision for additional schools to meet the increased demand. May be more appropriate to deal with education and training in thematic policies.	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic policy GM-P1, GM-E4, GM-E5	++	Policy includes provision for additional schools to meet the increased demand.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	o	Housing only				o	Housing only		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	Policy aims to deliver highway improvements and contribute to improved public transport facilities such as waiting facilities at bus stops.	Travel Plan would help mitigate any negative impact on transport network resulting from new development	Partially	Changes have been made to the allocation policy wording, including taking account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities, such as waiting facilities at bus stops near the site. In addition travel plans are addressed in the Network Chapter.	+	Policy states: Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities, such as waiting facilities at bus stops near the site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve transport connectivity?	+	Policy aims to deliver highway improvements including new public transport facilities.				+	Policy states: Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities, such as waiting facilities at bus stops near the site		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	o	Nothing proposed	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	o	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Amendments have been made to policy text, including referencing the delivery of a range of dwelling types to deliver inclusive neighbourhoods and meet local needs, improving accessibility to the surrounding area, delivering multi functional green infrastructure; providing for new / improvement of existing open space; and contributing towards additional school places and health facilities as appropriate. The recommendation is also addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Yes	Allocation policy wording requires development to deliver a range of dwelling types to deliver inclusive neighbourhoods and meet local needs and improve accessibility to the surrounding area. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	++	The policy states: a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs	Scoring has been increased from positive to very positive.	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				++		No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy includes provision of high quality walking and cycling infrastructure and delivery of multi-functional green space.				++	Policy states: Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities, such as waiting facilities at bus stops near the site		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	+	Policy includes delivery of multi-functional green infrastructure and high quality landscaping, and seeks to enhance linkages with the neighbouring communities and countryside.				+	Policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas, so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	++	Policy calls for provision of appropriate health facilities to meet increased demand which will be placed on existing provision in conjunction with the local authority and Public Health.	Ensure provision is accessible to all and that capacity is considering during master planning	Partially	Changes have been made to the allocation policy wording, including, reference to a comprehensive masterplan and Design Code, it also states that development will be required to contribute to additional school places and health and community facilities. The recommendation is also addressed by thematic policy GM-E5, GM-E6 & GM-E7	++	Policy states: Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy provides for additional school places to meet the increased demand, either through expansion or provision of new facilities.				++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority		
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	Policy seeks appropriate contribution towards provision of new community facilities.				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements	Scoring has been increased from positive to very positive.	No further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy seeks contributions towards additional school places in regard to need generated by the development.				++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority		
		Improve educational and skill levels of the population of working age?	O	No mention in policy; would be more appropriate for thematic policies.				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	Policy seeks to improve highways, deliver high quality walking and cycling infrastructure, and contribute to improved public transport facilities such as waiting facilities.				+	Policy states: Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities, such as waiting facilities at bus stops near the site		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+					+			
		Support the use of sustainable and active modes of transport?	+					+			

10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	The site is not within an AQMA. Policy includes provision for public transport, walking and cycling.				+	The site is not within an AQMA. Policy includes provision for public transport, walking and cycling.		
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	The site does not include any designations but 2 priority habitats lie to the south west. Policy seeks to deliver multi-functional greenspace, enhance linkages with the neighbouring communities and countryside, and retain and enhance biodiversity areas within the site. It additionally aims to retain and enhance existing recreational routes and Public Rights of Way as well as provide or improve open space/sport/recreation facilities.				+	The site does not include any designations but 2 priority habitats lie to the south west. Policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas, so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation		
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+					+			
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++					++			
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+		Include provision for amenity and tranquillity	Yes	Changes have been made to the allocation policy wording, including reference to delivering a multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas, so as to provide opportunities for leisure and recreation. The recommendation is also addressed by thematic Policy GM-G9 & GM-G10	++		Scoring has been increased from positive to very positive.	No further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	Flood vulnerability is relatively low. Policy ensures appropriate flood risk assessment and a comprehensive drainage strategy, including sustainable drainage systems.	Design should include mitigation for high temperature events.	Yes	Changes have been made to the allocation policy wording, including referencing a comprehensive masterplan and Design Code, alongside the wider GI network. The recommendation is also addressed by thematic Policy GM-S2, GM-S4 & GM-S5	+	Flood vulnerability is relatively low. Policy ensures appropriate flood risk assessment and a comprehensive drainage strategy, including sustainable drainage systems.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	Site is not within a flood zone				o	Site is not within a flood zone		
		Ensure adequate measures are in place to manage existing flood risk?	+	Policy ensures appropriate flood risk assessment and a comprehensive drainage strategy, including sustainable drainage systems.				+	Policy states: Be informed by an appropriate flood risk assessment feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance. Opportunities to use natural flood management should be explored and the use of incorporating highway SUD's schemes		
		Ensure that development does not increase flood risk due to increased run-off rates?	+	Policy calls for delivery of measures to control the rate of surface water run-off.				+			
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	Policy calls for sustainable drainage systems.				+			
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.		
		Promote management practices that will protect water features from pollution?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Policy includes provision for public transport enhancements as well as provision for high quality walking and cycling infrastructure.	Make reference to low carbon and renewable energy, and ways in which energy efficiency can be increased.	Partially	Changes have been made to the allocation policy wording, including referencing a comprehensive masterplan and Design Code and to the enhancements of pedestrian and cycling links to encourage sustainable modes of transport. The recommendation is also addressed by thematic Policy GM-S2, GM-S3 & GM-S4.	+	Policy states: Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities, such as waiting facilities at bus stops near the site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-	No mention in policy		Partially	Changes have been made to the allocation policy wording, including referencing a comprehensive masterplan and Design Code and to the enhancements of pedestrian and cycling links to encourage sustainable modes of transport. The recommendation is also addressed by thematic Policy GM-S2 & GM-S3.	-	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-	No mention in policy				-	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	The site is entirely within a landscape character area. Policy aims provide new and/or improved open space, sport/recreation facilities.	Ensure landscape appraisal as part of any planning application	Yes	Changes have been made to the allocation policy wording, including ensuring regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines. A Landscape Appraisal is required to inform any planning application. The recommendation is also addressed by thematic Policy GM-G1, GM-G2, GM-G6 & GM-E2	+	The site is entirely within a landscape character area. Policy aims provide new and/or improved open space, sport/recreation facilities.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Conserve and enhance the historic environment, heritage assets and their setting?	+	There are no listed assets within the site. Policy seeks to preserve or enhance heritage and archaeological assets within the vicinity of the site.				+	There are no listed assets within the site. Policy states: Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications		
		Respect, maintain and strengthen local character and distinctiveness?	o	No mention in policy				o	No mention in policy		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	Site is primarily Grade 4 agricultural land classification with urban along the edges.	Encourage brownfield development over greenfield	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	+	Site is primarily Grade 4 agricultural land classification with urban along the edges.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	Site is primarily Grade 4 agricultural land classification with urban along the edges.	Research needed into agricultural land quality and how impacts can be avoided/minimised	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	+	Site is primarily Grade 4 agricultural land classification with urban along the edges.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	Site is primarily Grade 4 agricultural land classification with urban along the edges.	Encourage reuse of derelict land, properties, etc.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	+	Site is primarily Grade 4 agricultural land classification with urban along the edges.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	Site is primarily Grade 4 agricultural land classification with urban along the edges.	Encourage reuse of derelict land, properties, etc.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Land south of Coal Pit Lane (Ashton Road)

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 264 new homes				+	Policy states: around 255 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs				++	Policy states: range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing. Provide for affordable homes, in line with local planning policy requirements		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	O	Not referenced in the policy				O	Not referenced in the policy		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in the policy	Make reference in the policy to bringing forward energy efficient housing e.g. Vehicle charging points, renewable energies	Partially	No changes made to the allocation policy wording. However, recommendation is also addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	O	Policy makes reference to a masterplan and Design Code which may address energy efficiency and resilience.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	+	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E4, GM-E5	+	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	There are existing bus stops which serve the development. The policy states: Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site.				++	There are existing bus stops which serve the development. The policy states: Provide for appropriate access points to and from the site in liaison with the local highways authority. As part of this, provision should be made to safeguard a route from the north western edge of the site through to Coal Pit Lane, linked to the internal road infrastructure of the site. Take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site;		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site; Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network so as to improve linkages and connections to adjoining communities and countryside				++	Policy states: Provide for appropriate access points to and from the site in liaison with the local highways authority. As part of this, provision should be made to safeguard a route from the north western edge of the site through to Coal Pit Lane, linked to the internal road infrastructure of the site. Take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site;		
		Improve transport connectivity?	++	Policy states: Provide for appropriate access points to and from the sites in liaison with the local highways authority and take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site; Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network so as to improve linkages and connections to adjoining communities and countryside				++	Policy states: Provide for appropriate access points to and from the site in liaison with the local highways authority. As part of this, provision should be made to safeguard a route from the north western edge of the site through to Coal Pit Lane, linked to the internal road infrastructure of the site. Take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site;		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in the policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	O	Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Changes have been to the allocation policy wording, including referencing the delivery of a range of dwelling types to deliver inclusive neighbourhoods and meet local needs, improving accessibility to the surrounding area, delivering multi functional green infrastructure; providing for new / improvement of existing open space; and contributing towards additional school places and health facilities as appropriate. The recommendation is also addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1. The policy could be strengtehned through reference to deprivation.	?	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy..
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				?	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy..
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	The policy states: a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs.	The allocation should encourage integration within existing communities and should provide a range of housing tenures	Yes	Allocation policy wording requires development to deliver a range of dwelling types to deliver inclusive neighbourhoods and meet local needs and improve accessibility to the surrounding area. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	++	The policy states: a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs	Scoring has been increased from neutral / no effect to very positive effect.	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	As above				++		No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics.				O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Nothing proposed				O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	In relation to walking and cycling policy states: Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network, so as to improve linkages and connections to adjoining communities and countryside; take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site. In relation to green infrastructure policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area				+	In relation to walking and cycling policy states: take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site. In relation to green infrastructure policy states: Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment; Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with requirements set out in the local plan for Oldham.				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy states: Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision in liaison with the local authority and Public Health.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Changes have been made to the allocation policy wording, including, reference to a comprehensive masterplan and Design Code, it also states that development will be required to contribute to additional school places and health and community facilities. The recommendation is also addressed by thematic policy GM-E5, GM-E6 & GM-E7	+	Policy states: Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority				++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with requirements set out in the Oldham local plan				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code, it also states that development will be required to contribute to additional school places. The recommendation is also addressed by thematic policy GM-E5	++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
		Reduce the need to travel and promote efficient patterns of movement?	++	The policy states: Retain and enhance existing public rights of way				++			

9	Promote sustainable modes of transport	Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++	running through the site, integrating them as part of the multi-functional green infrastructure network, so as to improve linkages and connections to adjoining communities and countryside; take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site.					++	The policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way); take account of and deliver any other highway improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site		
		Support the use of sustainable and active modes of transport?	++						++				
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	The site is not within 500m of an AQMA The policy makes reference to active transport provision	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Yes	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code, and requirement for development to take account of and deliver any other improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	+	The site is not within 500m of an AQMA The policy makes reference to a comprehensive masterplan and design code and active transport provision	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	Within the site is a priority habitat and Fennifield Lily Ponds SBI. Adjacent to the site along the eastern corridor is a wildlife corridor. To the east of the site is Bankfield Clough site of biological importance and to the south there is ancient woodlands and a County Park. The policy states: Retain and enhance areas of biodiversity within and adjoining the site, most notably Fennifields Lily Ponds SBI and areas of priority habitat to the south of the site, to deliver a clear and measurable net gain in biodiversity. In relation to green infrastructure the policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area. In addition, the policy makes provision for recreation uses.	Consider ecological receptors throughout detailed design, especially the area of priority habitat and SBI, to reduce risk throughout construction and operational phases.	Yes	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan and Design Code. In addition, reference is made to the need to retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network which should ensure the requirements of wading bird populations are met	+	The policy states: Retain and enhance the hierarchy of biodiversity within the site, notably areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network In relation to green infrastructure the policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation. Contribution towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment In addition, the policy makes provision for recreation uses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++					++		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	+		Integrate green infrastructure throughout the scheme at masterplan stage, to mitigate from impact on the adjacent habitats	Yes		++		Scoring has been increased from positive effect to very positive effect.	No further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	-/O	Relatively average to high Flood Vulnerability. The policy states: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance.				-/O	Relatively average to high Flood Vulnerability. The policy states: Be informed by an appropriate flood risk assessment feeding into a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network) and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDSs guidance. Opportunities to use natural flood management should be explored; and Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	None of the site is within flood zone 2 or 3. However, River Medlock runs to the east and south of the site. As such the policy reflects this stating: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance.	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk, the is especially relevant to the east and south of the site where there is closer proximity to River Medlock	Yes	Changes have been made to the allocation policy wording, including reference to appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site and ensuing mitigation and sustainable drainage systems are in line with the GM Strategic Flood Risk Assessment (SFRA) SUDSs guidance. In addition, allocation policy wording has been amended to suggest that further opportunities to use natural flood management should be explored. The recommendation is also addressed by thematic policy GM-S5	+	None of the site is within flood zone 2 or 3. However, River Medlock runs to the east and south of the site. Policy states: Be informed by an appropriate flood risk assessment feeding into a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network) and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDSs guidance. Opportunities to use natural flood management should be explored	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	+					+			
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+					+			
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to the provision of walking and cycling infrastructure The policy does not make reference to energy efficiency				+	Reference in policy to the provision of walking and cycling infrastructure The policy does not make reference to energy efficiency		
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+	Reference in policy to the provision of walking and cycling infrastructure The policy does not make reference to energy efficiency				+			
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	Reference in policy to the provision of walking and cycling infrastructure The policy does not make reference to energy efficiency				+			
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	++	No landscape designations Policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area.				++	No landscape designations Policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	No heritage assets on the site. The policy states: Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals. This includes Garden Suburbs Conservation Area, Bardsley House and Church of the Holy Trinity listed buildings, and other assets of local heritage significance				o	No heritage assets on the site. However there are listed buildings within 150m. The policy states: Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications and take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise, and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed		
		Respect, maintain and strengthen local character and distinctiveness?	++	No heritage assets on the site. The policy states: Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals. This includes Garden Suburbs Conservation Area, Bardsley House and Church of the Holy Trinity listed buildings, and other assets of local heritage significance				++	No heritage assets on the site. However there are listed buildings within 150m. The policy states: Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications and take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise, and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	Part of site is urban				+	Part of site is urban		
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	The site is urban/ Grade 4 agricultural land	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	+	The site is urban/ Grade 4 agricultural land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	Part of site is urban	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	+	Part of site is urban	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	Part of site is urban	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	+	Part of site is urban	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-E1.	o	Policy makes reference to a masterplan and Design Code which may consider waste and recycling facilities.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

South of Rosary Road

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 60 new homes				+	Policy states: around 60 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs				++	Policy states: range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	O	Not referenced in the policy	Make reference to opportunities to sustainably connect the site to employment, town centres and green space.	Yes	Changes have been to the allocation policy wording, including reference to providing necessary highway improvements to improve accessibility to the surrounding areas.	++	Policy states: Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities	Scoring has been increased from neutral / no effect to very positive	No further recommendations are made.
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in the policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, recommendation is also addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	O	Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	+	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E4, GM-E5	+	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	There are existing bus stops which serve the development, but the policy does not reference new public transport infrastructure				++	There are existing bus stops which serve the development, Policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on local highway network and improve accessibility to the surrounding areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities	Scoring has been increased from positive to very positive	No further recommendations are made.
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	Policy states: Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network, so as to improve linkages and connections to adjoining communities and countryside.				+	There are existing bus stops which serve the development, Policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on local highway network and improve accessibility to the surrounding areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities		
		Improve transport connectivity?	+	Policy states: Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network, so as to improve linkages and connections to adjoining communities and countryside.				+	There are existing bus stops which serve the development, Policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on local highway network and improve accessibility to the surrounding areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in the policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	O	Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Changes have been to the allocation policy wording, including referencing the delivery of a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, improving accessibility to the surrounding area, delivering multi functional green infrastructure; providing for new / improvement of existing open space; and contributing towards additional school places and health facilities as appropriate. The recommendation is also addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	The policy states: a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs.	The allocation should encourage integration within existing communities and should provide a range of housing tenures	Yes	Allocation policy wording requires development to deliver a range of dwelling types to deliver inclusive neighbourhoods and meet local needs and improve accessibility to the surrounding area. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	++	The policy states: a range of dwelling types and sizes so as to deliver more inclusive neighbourhoods and meet local needs.	Scoring has been increased from neutral / no effect to very positive effect.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				++	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics.				O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	In relation to walking and cycling policy states: Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network, so as to improve linkages and connections to adjoining communities and countryside In relation to green infrastructure policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area				+	Policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation. Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with requirements set out in the local plan for Oldham.				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy states: Provide for appropriate health and community facilities to meet the increased demand that will be placed on existing provision in liaison with the local authority and Public Health.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Yes	Changes have been to the allocation policy wording, including the provision of financial contributions to the enhancement of the highway network, public transport and demand responsive services, cycling and walking or other improvements identified through a transport assessment. The recommendation is also addressed by thematic policy GM-E5, GM-E6 & GM-E7	+	Policy states: Contribute to appropriate health and community facilities to meet the increased demand that will be placed on existing provision	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority				++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated in line with requirements set out in the Oldham local plan				++	Policy states: Provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Provide for additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-E5	++	Policy states: Contribute to additional school places to meet the increased demand that will be placed on existing primary and secondary school provision within the area, either through an expansion of existing facilities or through the provision of new school facilities in liaison with the local education authority	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	The policy states: Retain and enhance existing public rights of way running through the site, integrating them as part of the multi-functional green infrastructure network, so as to improve linkages and connections to adjoining communities and countryside.				++	Policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and countryside and provide opportunities for leisure and recreation. Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			
		Support the use of sustainable and active modes of transport?	++					++			

10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	The site is not within 500m of an AQMA The policy makes reference to active transport provision	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Yes	Changes have been to the allocation policy wording, including the requirement for development to take account of and deliver any other improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities. It requires multi functional green infrastructure. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	+	The site is not within 500m of an AQMA The policy makes reference to active transport provision Policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and countryside and provide opportunities for leisure and recreation. Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment. Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on local highway network and improve accessibility to the surrounding areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	Within the site is a priority habitat and a site of biological importance 'Bankfield Clough' The policy states: Retain and enhance areas of biodiversity within and adjoining the site, most notably the SBI and area of priority habitat to the south of the site, to deliver a clear and measurable net gain in biodiversity. In relation to green infrastructure the policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area. In addition, the policy makes provision for recreation uses.	Consider ecological receptors throughout detailed design, especially the area of priority habitat and SBI, to reduce risk throughout construction and operational phases.	Yes	Changes have been made to the allocation policy wording, including the retention and enhancement of biodiversity within the site, notably the SBI and area of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network. It also a requires a buffer between development plots of the SBI. It also requires further ecological surveys to inform planning applications. The recommendation is also addressed by thematic policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10	+	Within the site is a priority habitat and a site of biological importance 'Bankfield Clough' The policy states: Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and area of priority habitat to the south of the site, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features In relation to green infrastructure the policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and countryside and provide opportunities for leisure and recreation In addition, the policy makes provision for recreation uses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+					+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++		Integrate green infrastructure throughout the scheme at masterplan stage, to mitigate from impact on the adjacent habitats	Yes		++		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+					+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	-/O	Relatively average to high Flood Vulnerability. The policy states: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance.				-/O	Relatively average to high Flood Vulnerability. The policy states: Be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network) and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDSs guidance. Opportunities to use natural flood management should be explored	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	None of the site is within flood zone 2 or 3. However, River Medlock runs to the east of the site. As such the policy reflects this stating: Be informed by an appropriate flood risk assessment and comprehensive drainage strategy and deliver any appropriate recommendations and measures (including mitigation measures and the incorporation of sustainable drainage systems) so as to control the rate of surface water run-off. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDs guidance.	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk, the is especially relevant to the east of the site where there is closer proximity to River Medlock	Yes	Changes have been made to the allocation policy wording, including reference to appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site and ensuing mitigation and sustainable drainage systems are in line with the GM Strategic Flood Risk Assessment (SFRA) SUDSs guidance. In addition, allocation policy wording has been amended to suggest that further opportunities to use natural flood management should be explored. The recommendation is also addressed by thematic policy GM-S5	+	None of the site is within flood zone 2 or 3. However, River Medlock runs to the east of the site. As such the policy reflects this stating: Policy states: Be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network) and be in line with the GM Strategic Flood Risk Assessment (SFRA) SUDSs guidance. Opportunities to use natural flood management should be explored	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	+					+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	+					+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+					+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to walking provision The policy does not make reference to energy efficiency				+	Reference in policy to walking provision The policy does not make reference to energy efficiency		
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+					+			
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+					+			
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	++	No landscape designations Policy states: Deliver multi-functional green infrastructure and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. Regard should also be has to the conclusions of the Incised Urban Fringe Valley – River Medlock Landscape Character Area.				++	No landscape designations Policy states: Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and countryside and provide opportunities for leisure and recreation		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	No heritage assets on the site. Bank Top Farmhouse is a nearby listed building to the south of the site The policy states: Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals.				O	No heritage assets on the site. Bank Top Farmhouse is a nearby listed building to the south of the site The policy states: Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications.		
		Respect, maintain and strengthen local character and distinctiveness?	++	No heritage assets on the site. Bank Top Farmhouse is a nearby listed building to the south of the site The policy states: Identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals.				++	No heritage assets on the site. Bank Top Farmhouse is a nearby listed building to the south of the site The policy states: Identify any designated and non-designated heritage assets and assess the potential impact on the assets and their setting, when bringing forward the proposals through a further Heritage Impact Assessments. Harm to the significance of Bank Top Farmhouse (Grade II listed building) should be mitigated through additional tree planting and native hedgerows to enhance the interface between the farmhouse and any new development		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	Mostly urban land				+	Mostly urban land		
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	The majority of the site is in urban and a small section to the west of the site is Grade 4 agricultural land				+	The majority of the site is in urban and a small section to the west of the site is Grade 4 agricultural land		
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	Mostly urban land	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	+	Mostly urban land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	Mostly urban land	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	+	Mostly urban land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Rochdale

Bamford and Norden

			2019					2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: deliver around 450 new homes				+	Policy states: deliver around 450 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	These will focus on larger, higher value properties				o	These will focus on larger, higher value properties		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Policy states: ensure high quality links/routes to the wider countryside	Make reference to opportunities to sustainably connect the site to employment, town centres and green space.	Partially	Allocation policy has been amended to include access to electric vehicle charging infrastructure and cycle storage. The recommendation is addressed by Thematic Policy GM-N 1, GM-N 3 and GM-N 5.	+	Policy states: ensure high quality links/routes to the wider countryside. Provision of electric vehicle and cycle storage included.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referred to in policy. May be more appropriate to add energy efficiency and resilience considerations to thematic policy on carbon emissions.	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	O	Not referred to in policy. May be more appropriate to add energy efficiency and resilience considerations to thematic policy on carbon emissions.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	o	Nothing proposed				o	Nothing proposed		
		Support education and training to provide a suitable labour force for future growth?	+	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	Allocation policy amended to ensure there are sufficient school places to accommodate to new housing. The recommendation is addressed by Thematic Policy GM-P 1, GM-E 4, GM-E 5	+	Policy states: Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	Bus route within 1km				++	Bus route within 1km		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: support the delivery of improvements to local highway network and public transport servicing the area including contributing to the potential extension of the proposed bus rapid transit services between Heywood and Manchester.				++	Policy states: support the delivery of improvements to local highway network and public transport servicing the area including contributing to the potential extension of the proposed bus rapid transit services between Heywood and Manchester.		
		Improve transport connectivity?	++	Policy states: support the delivery of improvements to local highway network and public transport servicing the area including contributing to the potential extension of the proposed bus rapid transit services between Heywood and Manchester.				++	Policy states: support the delivery of improvements to local highway network and public transport servicing the area including contributing to the potential extension of the proposed bus rapid transit services between Heywood and Manchester.		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Nothing proposed No mention, site assessment highlights local infrastructure in the area, but ability to support scale/distribution cannot be determined.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2, and a masterplan required in the allocations policy will determine this.	O	Nothing proposed No mention, site assessment highlights local infrastructure in the area, but ability to support scale/distribution cannot be determined.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain investment/development will affect deprived areas				O	Cannot be certain investment/development will affect deprived areas	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain investment/development will affect deprived areas	Consider how development might have long term benefits for those living in deprivation within the policy directly although benefits are generally assumed with the developments increasing the number of jobs and the transport links into the area, along with a range of community facilities in some instances. It would be beneficial in terms of reduce the number of people living in deprivation to target deprived areas for new developments.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1.	O	Cannot be certain investment/development will affect deprived areas	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation needs to encourage integration with existing communities and provision of arrange of tenures	Partially	Allocation policy amended to specify that the site will have a focus on family housing. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF.	O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics (noting that development specifics such as access/facilities for the disabled and elderly will be considered at detailed design)				O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics (noting that development specifics such as access/facilities for the disabled and elderly will be considered at detailed design)		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy states: Retain and significantly enhance the existing recreational facilities as part of an integrated green infrastructure network on the site				++	Policy states: Retain and significantly enhance the existing recreational facilities as part of an integrated green and blue infrastructure network on the site		
		Reduce health inequalities within GM and with the rest of England?	O	Nothing proposed				O	Nothing proposed		
		Promote access to green space?	+	Policy states: Ensure there are high quality links/routes to the wider countryside				+	Policy states: Ensure there are high quality links/routes to the wider countryside		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No new provision is referred to				O	No new provision is referred to		
		Ensure sufficient access to educational facilities for all children?	++					++			
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++					++			
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities		Yes	Allocation policy amended to ensure there are sufficient school places to accommodate to new housing.	++	Policy states: Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities	No changes have been made to scoring.	No further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	Nothing proposed				O	Nothing proposed		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	Policy states: Support the delivery of improvements to the local highway network and public transport serving the area. Ensure there are high quality links/routes to the wider countryside.				+	Policy states: Support the delivery of improvements to the local highway network and public transport serving the area. Ensure there are high quality links/routes to the wider countryside. Provide appropriate access to electric vehicle charging infrastructure and cycle storage		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+					+			
		Support the use of sustainable and active modes of transport?	+			Yes	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage.	++		Scoring has been increased from positive to very positive.	No further recommendations are made.
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/-	There is an AQMA within 150m of the site to the south Some mitigation proposed in policy.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors. This is especially important along the southern boundary to mitigation air quality from the AQMA	Yes	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage. The recommendation is addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2, and a masterplan required in the allocations policy will determine this.	++/-	There is an AQMA within 150m of the site to the south Some mitigation proposed in policy. Policy states: Provide appropriate access to electric vehicle charging infrastructure and cycle storage;	Scoring has been increased from positive / negative to very positive / negative.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+/?	There are no environmental or ecological receptors within the site.	Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases.	Partially	Allocation policy wording amended to include blue infrastructure network on site. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	+/?	There are no environmental or ecological receptors within the site.	Scoring has been increased from neutral / no effect to positive / no effect.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+	There are a number of nearby receptors: SAC within 15km: Rochdale Canal (3.022 km) ; South Pennine Moors (8.599 km), SPA within 15km: South Pennine Moors Phase 2 (8.599 km), SBI within 150m: Naden Brook (114 metres) [Ancient Woodland (Wd1)]				+	There are a number of nearby receptors: SAC within 15km: Rochdale Canal (3.022 km) ; South Pennine Moors (8.599 km), SPA within 15km: South Pennine Moors Phase 2 (8.599 km), SBI within 150m: Naden Brook (114 metres) [Ancient Woodland (Wd1)]		
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+					+			
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+	Policy states: Development will take account of visual impact from Ashworth Valley to the west and ensure high quality links to the wider countryside. Policy makes reference to an integrated green infrastructure network on the site				+	Policy states: Development will take account of visual impact from Ashworth Valley to the west and ensure high quality links to the wider countryside. Policy makes reference to an integrated green and blue infrastructure network on the site		
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	o	No mention/no major risks - slight risk of surface water flooding 1/30 years	This is covered in a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	o	No mention/no major risks - slight risk of surface water flooding 1/30 years	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o					o		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	o					o		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	o					o		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o					o		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	Assumed compliance with best practice with regards to surface and ground water. Naden Brook approx. 600m away	This is covered in a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	Assumed compliance with best practice with regards to surface and ground water. Naden Brook approx. 600m away	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	Assumed compliance with best practice with regards to surface and ground water.	This is covered in a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	Assumed compliance with best practice with regards to surface and ground water.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered in a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce	Encourage reduction in energy use and increased energy efficiency?	O	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S 2, GM-S 3 & GM-S 4.	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	O		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

	greenhouse gas emissions	Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	O		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	++	Policy states: have regard to the existing character of the local area and visual impact from Ashworth Valley				++	Policy states: have regard to the existing character of the local area and visual impact from Ashworth Valley		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets within the site. There are a number of listed buildings to the south of the site Policy states: Have regard to the setting of the Listed Bamford Chapel immediately to the south of the site	Enhance wording more than just having regard to, ensure integration/ consideration to design	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-G 1 & GM-E 2 and a masterplan required in the allocations policy will determine this..	O	There are no heritage assets within the site. There are a number of listed buildings to the south of the site Policy states: Have regard to the setting of the Listed Bamford Chapel immediately to the south of the site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	++	Have regard to the existing character and setting of the area and surrounding countryside				++	Have regard to the existing character and setting of the area and surrounding countryside		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Agricultural land	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	--	Agricultural land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	Grade 3 agricultural land - not clear whether this is 3a (good quality) which would be BMV or 3b (moderate quality) which wouldn't.	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within thematic policy GM-G 8 & GM-G 9.	--	Grade 3 agricultural land - not clear whether this is 3a (good quality) which would be BMV or 3b (moderate quality) which wouldn't.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Grade 3 agricultural land - not clear whether this is 3a (good quality) which would be BMV or 3b (moderate quality) which wouldn't.	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	--	Grade 3 agricultural land - not clear whether this is 3a (good quality) which would be BMV or 3b (moderate quality) which wouldn't.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	-	Grade 3 agricultural land - not clear whether this is 3a (good quality) which would be BMV or 3b (moderate quality) which wouldn't.				-	Grade 3 agricultural land - not clear whether this is 3a (good quality) which would be BMV or 3b (moderate quality) which wouldn't.		
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	O	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	O	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	O	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).			O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Castleton Sidings

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 125 high quality homes				+	Policy states: around 125 high quality homes including higher value, family housing		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	No mention in policy				O	No mention in policy		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Policy states: the western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt. In reference to employment land the policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities. Policy also states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.				++	Policy states: the western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt. In reference to employment land the policy states: Provide contributions to ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities. Policy also states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton, the Bee Network scheme and the nearby railway station, and westwards to employment locations around Heywood.		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic Policy GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-P 1, GM-E 4, GM-E 5	++	Policy states: Provide contributions to ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	Within 1km of existing bus stops. No new provision for public transport.	Ensure that access public transport is a key consideration of access to the site.			+	Within 1km of existing bus stops. Policy text includes reference to providing pedestrian and cycling routes through the site and to the centre of Castleton		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	Policy states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.				+	Policy states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.		
		Improve transport connectivity?	+	Policy states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.				+	Policy states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-E 1 & GM-N 2, and a masterplan required in the allocations policy will determine this.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	o	Cannot be certain that development will affect deprived areas.	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o				No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1			No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	Policy states: Built development will be limited to the eastern half of the site to minimise encroachment of built development into the Green Belt with the western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt. 7. Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood. 8. Incorporate high quality landscaping, multi-functional green infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land	The allocation needs to encourage integration with existing communities and provision of a range of tenures	Partially	Allocation policy amended to include higher value, family housing. However, the recommendation is adequately addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	+	Policy states: Built development will be limited to the eastern half of the site to minimise encroachment of built development into the Green Belt with the western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt. 7. Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood. 8. Incorporate high quality landscaping, multi-functional green and blue infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	+	Policy states: Built development will be limited to the eastern half of the site to minimise encroachment of built development into the Green Belt with the western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt. 7. Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood. 8. Incorporate high quality landscaping, multi-functional green infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land		Partially	Allocation policy amended to include higher value, family housing. However, the recommendation is adequately addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	+	Policy states: Built development will be limited to the eastern half of the site to minimise encroachment of built development into the Green Belt with the western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt. 7. Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood. 8. Incorporate high quality landscaping, multi-functional green and blue infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		Partially	Allocation policy amended to include higher value, family housing. However, the recommendation is adequately addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.		Partially	Allocation policy amended to include higher value, family housing. However, the recommendation is adequately addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Each allocation is within a specific location and therefore is within one area type.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood. In relation to green infrastructure: the western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt. Incorporate high quality landscaping, multi-functional green infrastructure.				++	In relation to walking and cycling policy states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood. In relation to green infrastructure: the western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt. Incorporate high quality landscaping, multi-functional green and blue infrastructure.		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	O	not referenced in policy				O	not referenced in policy		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No mention of new facilities. This is not referred to directly but this is a relatively small development	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	O	No mention of new facilities. This is not referred to directly but this is a relatively small development	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?					Allocation policy wording amended to provide contributions to ensure there are sufficient school facilities to serve the development. The recommendation is adequately addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7			No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?					No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7			No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording amended to provide contributions to ensure provision of school facilities to serve the development. However, the recommendation is adequately addressed by Thematic Policy GM-E 5.	++	Policy states: Provide contributions to ensure that that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	Policy states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.				+	Policy states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+					+			
		Support the use of sustainable and active modes of transport?	+					+			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/-	An AQMA is located within 500m The policy states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage, as well as connection to the Castleton Bee Network scheme. The recommendation is adequately addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2, and a masterplan required in the allocations policy will determine this.	+/-	An AQMA is located within 500m The policy states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+/?	Site is located adjacent to a priority habitat for deciduous woodland and a wildlife corridor. No mitigation is incorporated in the policy The policy states: the western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt. Incorporate high quality landscaping, multi-functional green infrastructure.	Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases. The policy states there will be an area of open space or nature conservation, but the use of 'or' leaves this ambiguous.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	+/?	Site is located adjacent to a priority habitat for deciduous woodland and a wildlife corridor. No mitigation is incorporated in the policy The policy states: the western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt. Incorporate high quality landscaping, multi-functional green and blue infrastructure.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?					No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	-/?		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?					No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++		Scoring has been increased from neutral / no effect to very positive.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?					No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	-		Scoring has been increased from neutral / no effect to positive.	When the framework is read as a whole, no further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	No part of the site is in flood zone 2 or 3. Policy states: Address the risk of surface water flooding that affects part of the site through an appropriate sustainable drainage strategy (SuDS).	This is covered within a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this.	+	No part of the site is in flood zone 2 or 3. Policy states: Address the risk of surface water flooding that affects part of the site through an appropriate sustainable drainage strategy (SuDS).	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?					No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this.			No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?					No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this.			No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?					No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this.			No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?					No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this.			No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	No changes made to allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	No changes made to allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within a thematic policy	Partially	No changes made to allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic Policy GM-S 2, GM-S 3 & GM-S 4	+	Reference in policy to cycling and walking: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	No reference to low carbon or renewables	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic Policy GM-S 2 and GM-S 3.	O	No reference to low carbon or renewables	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O			Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic Policy GM-S 2 and GM-S 3.	O		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt. Incorporate high quality landscaping, multi-functional green infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land				+	Policy states: western part of the site will be redeveloped as an area of open space or nature conservation area and retained within the Green Belt. Incorporate high quality landscaping, multi-functional green and blue infrastructure and acoustic attenuation to mitigate the potential visual and noise impact on the railway side of the land		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets on the site. However, adjacent to the site to the east is Castleton (South) Conservation Area and a number of heritage assets. There is no reference to this in the policy	Consider adjacent Conservation Area and heritage assets throughout detailed design to reduce risk throughout construction and operational phases.	Partially	No changes made to the allocation policy wording. The recommendation is adequately addressed by Thematic Policy GM-G 1 & GM-E 2 and a masterplan required in the allocations policy will determine this..	O	There are no heritage assets on the site. However, adjacent to the site to the east is Castleton (South) Conservation Area and a number of heritage assets. There is no reference to this in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	O	There are no heritage assets on the site. However, adjacent to the site to the east is Castleton (South) Conservation Area and a number of heritage assets. There is no reference to this in the policy				O	There are no heritage assets on the site. However, adjacent to the site to the east is Castleton (South) Conservation Area and a number of heritage assets. There is no reference to this in the policy		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	++	The development area is brownfield land.				++	The development area is brownfield land.		
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	The development area is brownfield land.				+	The development area is brownfield land.		
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+	The development area is brownfield land.				+	The development area is brownfield land.		
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+	The development area is brownfield land.				+	The development area is brownfield land.		
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy to ensure this objective is achieved
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy			No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 7.			No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Crimble Mill

			2019					2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 250 new homes				+	Policy states: around 250 new homes including higher value family homes		
			O	No mention in policy				O	No mention in policy		
			+	Policy states: new and improved access to the adjacent Queens Park				+	Policy states: new and improved access to the adjacent Queens Park		
			O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
			+	Policy states: Any proposal should provide some land adjacent to the existing school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places	Noted for each site but it would be better dealt with in a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-P 1, GM-E 4, GM-E 5	+	Policy states: Any proposal should provide some land adjacent to the existing school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places. Financial contributions will also be required to ensure provision of primary and secondary schools places to serve the development.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			+	Within 1km of existing bus stops. No new provision for public transport.	Ensure that access public transport is a key consideration of access to the site.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-N 3.	+	Within 1km of existing bus stops. No new provision for public transport.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Provide appropriate access on to the A58 to the south of the site along with secondary access onto Mutual Street. Retain and enhance existing rights of way and general access through and around the site. This should include: New and improved access to the adjacent Queens Park; Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and Creation of a route adjacent to the River Roch to support the wider Roch Valley Way.				++	Policy states: Provide appropriate access on to the A58 to the south of the site along with secondary access onto Mutual Street. Retain and enhance existing rights of way and general access through and around the site. This should include: New and improved access to the adjacent Queens Park; Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and Creation of a route adjacent to the River Roch to support the wider Roch Valley Way.		
			++	Policy states: Provide appropriate access on to the A58 to the south of the site along with secondary access onto Mutual Street. Retain and enhance existing rights of way and general access through and around the site. This should include: New and improved access to the adjacent Queens Park; Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and Creation of a route adjacent to the River Roch to support the wider Roch Valley Way.				++	Policy states: Provide appropriate access on to the A58 to the south of the site along with secondary access onto Mutual Street. Retain and enhance existing rights of way and general access through and around the site. This should include: New and improved access to the adjacent Queens Park; Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and Creation of a route adjacent to the River Roch to support the wider Roch Valley Way.		
			O	Not referenced in policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2, and a masterplan required in the allocations policy will determine this.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
			O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially			Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation needs to encourage integration with existing communities and provision of a range of tenures	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF.	O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			O	Nothing proposed					Nothing proposed	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
			O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics					Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			O	Nothing proposed					Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	In relation to walking and cycling policy states: Retain and enhance existing rights of way and general access through and around the site. This should include: New and improved access to the adjacent Queens Park; Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and Creation of a route adjacent to the River Roch to support the wider Roch Valley Way. No specific reference to green infrastructure other than PRoW improvements				+	In relation to walking and cycling policy states: Retain and enhance existing rights of way and general access through and around the site. This should include: New and improved access to the adjacent Queens Park; Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and Creation of a route adjacent to the River Roch to support the wider Roch Valley Way. No specific reference to green infrastructure other than PRoW improvements		
			O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
			+	Policy states: new and improved access to the adjacent Queens Park				+	Policy states: new and improved access to the adjacent Queens Park		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording amended to require financial contributions to ensure provision of primary and secondary schools places to serve the development. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			++	Policy states: Any proposal should provide some land adjacent to the existing school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially			Policy states: Any proposal should provide some land adjacent to the existing school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places. Financial contributions will also be required to ensure provision of primary and secondary schools places to serve the development.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially			No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Any proposal should provide some land adjacent to the existing school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording amended to require financial contributions to ensure provision of primary and secondary schools places to serve the development. However, the recommendation is addressed by Thematic Policy GM-E 5.	++	Policy states: Any proposal should provide some land adjacent to the existing school to the south of the site, to allow for the expansion of the school to accommodate the additional demand for places. Financial contributions will also be required to ensure provision of primary and secondary schools places to serve the development;	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Retain and enhance existing rights of way and general access through and around the site. This should include: New and improved access to the adjacent Queens Park; Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and Creation of a route adjacent to the River Roch to support the wider Roch Valley Way.				++	Policy states: Retain and enhance existing rights of way and general access through and around the site. This should include: New and improved access to the adjacent Queens Park; Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and Creation of a route adjacent to the River Roch to support the wider Roch Valley Way.		
			++								
			++								
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/-	An AQMA is located within 500m The policy states: Retain and enhance existing rights of way and general access through and around the site. This should include: New and improved access to the adjacent Queens Park; Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and Creation of a route adjacent to the River Roch to support the wider Roch Valley Way.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage. The recommendation is addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2, and a masterplan required in the allocations policy will determine this.	++/-	An AQMA is located within 500m The policy states: Retain and enhance existing rights of way and general access through and around the site. This should include: New and improved access to the adjacent Queens Park; Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and Creation of a route adjacent to the River Roch to support the wider Roch Valley Way.	Scoring has been increased from positive / negative to very positive/negative	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	-/?	There are priority habitats within the site and a site of biological importance 'Plumpton Wood' is located adjacent to the site to the north No specific reference in the policy	Consider the priority habitat and SBI throughout detailed design to reduce risk throughout construction and operational phases.	Partially	Allocation policy amended to include incorporation of high quality green and blue infrastructure. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this	+	There are priority habitats within the site and a site of biological importance 'Plumpton Wood' is located adjacent to the site to the north Policy includes the incorporation of high quality green and blue infrastructure.	Scoring has been increased from negative / no effect to positive	No further recommendations are made.
			-/?		Consider the priority habitat and SBI throughout detailed design to reduce risk throughout construction and operational phases.	Partially		+	There are priority habitats within the site and a site of biological importance 'Plumpton Wood' is located adjacent to the site to the north Policy includes the incorporation of high quality green and blue infrastructure.	Scoring has been increased from negative / no effect to positive	
			O		Integrate green infrastructure throughout the scheme at masterplan stage	Yes	Allocation policy amended to include incorporation of high quality green and blue infrastructure. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this	+	There are priority habitats within the site and a site of biological importance 'Plumpton Wood' is located adjacent to the site to the north Policy includes the incorporation of high quality green and blue infrastructure.	Scoring has been increased from no effect to positive	No further recommendations are made.
			O		Integrate green infrastructure throughout the scheme at masterplan stage	Partially		+	There are priority habitats within the site and a site of biological importance 'Plumpton Wood' is located adjacent to the site to the north Policy includes the incorporation of high quality green and blue infrastructure.	Scoring has been increased from no effect to positive	

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+/-	A significant section of the site to the north is within flood zone 2 and 3. The policy makes reference to this and states: 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 is covered within a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this	+/-	A significant section of the site to the north is within flood zone 2 and 3. The policy makes reference to this and states: 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.	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy..
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+/-	A significant section of the site to the north is within flood zone 2 and 3. The policy makes reference to this and states: 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.	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Partially	Allocation policy amended to include ensuring that the mill building can be accessed from the north. However, the recommendation is addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this	+/-	A significant section of the site to the north is within flood zone 2 and 3. The policy makes reference to this and states: 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.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			+/-	A significant section of the site to the north is within flood zone 2 and 3. The policy makes reference to this and states: 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.	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk			+	A significant section of the site to the north is within flood zone 2 and 3. The policy makes reference to this and states: 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.	Scoring has been increased from neutral / no effect to positive	
			+/-	A significant section of the site to the north is within flood zone 2 and 3. The policy makes reference to this and states: 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.	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk			+	A significant section of the site to the north is within flood zone 2 and 3. The policy makes reference to this and states: 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.	Scoring has been increased from neutral / no effect to positive	
			+/-	A significant section of the site to the north is within flood zone 2 and 3. The policy makes reference to this and states: 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.	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk			+	A significant section of the site to the north is within flood zone 2 and 3. The policy makes reference to this and states: 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.	Scoring has been increased from neutral / no effect to positive	
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	No changes made to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	No changes made to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			O	This is a consideration for detailed design and thematic policy.	This is covered within a thematic policy	Partially	No changes made to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5 and a masterplan required in the allocations policy will determine this	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking: Retain and enhance existing rights of way and general access through and around the site. This should include: New and improved access to the adjacent Queens Park; Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and Creation of a route adjacent to the River Roch to support the wider Roch Valley Way. No reference to low carbon or renewables	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S 2, GM-S 3 & GM-S 4	+	Reference in policy to cycling and walking: Retain and enhance existing rights of way and general access through and around the site. This should include: New and improved access to the adjacent Queens Park; Enhancing walking and cycling routes to encourage sustainable access to Heywood town centre: and Creation of a route adjacent to the River Roch to support the wider Roch Valley Way. No reference to low carbon or renewables	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			-/?	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport		No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.		No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			-/?	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport		No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.		No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+/O	Policy states: Provide significant overall improvements to the Listed mill complex in order to secure the long term future of this nationally significant Listed Building. This will include the buildings with heritage value associated with the mill and the surrounding areas including areas of open space and public realm;				+/O	Policy states: Provide significant overall improvements to the Listed mill complex in order to secure the long term future of this nationally significant Listed Building. This will include the buildings with heritage value associated with the mill and the surrounding areas including areas of open space and public realm;		
			++	The site includes Crimble Mill Grade II* listed building. The policy states: Provide significant overall improvements to the Listed mill complex in order to secure the long term future of this nationally significant Listed Building. This will include the buildings with heritage value associated with the mill and the surrounding areas including areas of open space and public realm	Consider the existing listed building throughout detailed design to reduce risk throughout construction and operational phases.	Partially	Allocation policy wording amended to incorporate high quality green and blue infrastructure, and provide a northern access route to the mill building. The recommendation is addressed by Thematic Policy GM-G 1 & GM-E 2 and a masterplan required in the allocations policy will determine this..	++	The site includes Crimble Mill Grade II* listed building. The policy states: Provide significant overall improvements to the Listed mill complex in order to secure the long term future of this nationally significant Listed Building. This will include the buildings with heritage value associated with the mill and the surrounding areas including areas of open space and public realm	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			++	The site includes Crimble Mill Grade II* listed building. The policy states: Provide significant overall improvements to the Listed mill complex in order to secure the long term future of this nationally significant Listed Building. This will include the buildings with heritage value associated with the mill and the surrounding areas including areas of open space and public realm				++	The site includes Crimble Mill Grade II* listed building. The policy states: Provide significant overall improvements to the Listed mill complex in order to secure the long term future of this nationally significant Listed Building. This will include the buildings with heritage value associated with the mill and the surrounding areas including areas of open space and public realm		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+	Partially grade 4 agricultural land classification and partially urban land	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	+	Partially grade 4 agricultural land classification and partially urban land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			+	Partially grade 4 agricultural land classification and partially urban land	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	+	Partially grade 4 agricultural land classification and partially urban land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			+	Partially grade 4 agricultural land classification and partially urban land	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	+	Partially grade 4 agricultural land classification and partially urban land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			+	Partially grade 4 agricultural land classification and partially urban land	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	+	Partially grade 4 agricultural land classification and partially urban land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	O	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	O	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy.
			O	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.		No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
			O	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.		No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

North of Smithy Bridge

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 300 new homes				+	Policy states: around 300 new homes including higher value family housing		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	Not referenced in policy				O	Not referenced in policy		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Policy references links to the centres: Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough				+	Policy references links to the centres: Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic Policy GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: Provide a new primary school and associated outdoor playing space at the southern end of the site and contribute to additional secondary places to meet demand arising from the new development as well as existing demand within the local area	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-P 1, GM-E 4, GM-E 5	++	Policy states: Facilitate the delivery of a new primary school and associated outdoor playing space at the southern end of the site and contribute to additional secondary places to meet demand arising from the new development as well as existing demand within the local area	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	Within 1km of existing bus stops. Policy states: Support the delivery of improvements to the local highway network and public transport serving the area;	Unsure that access public transport is a key consideration of access to the site.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-N 3.	++	Within 1km of existing bus stops. Policy states: Support the delivery of improvements to the local highway network and public transport serving the area;	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Support the delivery of improvements to the local highway network and public transport serving the area; Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough.				++	Policy states: Support the delivery of improvements to the local highway network and public transport serving the area; Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough.		
		Improve transport connectivity?	++	Policy states: Support the delivery of improvements to the local highway network and public transport serving the area; Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough.				++	Policy states: Support the delivery of improvements to the local highway network and public transport serving the area; Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough.		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-E 1 & GM-N 2, and a masterplan required in the allocations policy will determine this.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.		Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation needs to encourage integration with existing communities and provision of a range of tenures	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF. The policy requires 50% affordable housing with a mix of tenures.	O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough; In relation to green infrastructure: Deliver a landscape-led development which maximises its Pennine fringe setting and takes account of views from and into the site			Allocation policy amended to include incorporation of high quality green and blue infrastructure	++	In relation to walking and cycling policy states: Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough; In relation to green infrastructure: Deliver a landscape-led development which maximises its Pennine fringe setting and takes account of views from and into the site including the incorporation of high quality green and blue infrastructure.		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	+	Policy states: Deliver a landscape-led development which maximises its Pennine fringe setting and takes account of views from and into the site. In addition, the policy makes reference to outdoor playing space linked to a new primary school				+	Policy states: Deliver a landscape-led development which maximises its Pennine fringe setting and takes account of views from and into the site. In addition, the policy makes reference to outdoor playing space linked to a new primary school		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	-	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Provide a new primary school and associated outdoor playing space at the southern end of the site and contribute to additional secondary places to meet demand arising from the new development as well as existing demand within the local area				++	Policy states: Facilitate the delivery of a new primary school and associated outdoor playing space at the southern end of the site and contribute to additional secondary places to meet demand arising from the new development as well as existing demand within the local area		
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	Policy states: Provide a new primary school and associated outdoor playing space at the southern end of the site and contribute to additional secondary places to meet demand arising from the new development as well as existing demand within the local area				+	Policy states: Facilitate the delivery of a new primary school and associated outdoor playing space at the southern end of the site and contribute to additional secondary places to meet demand arising from the new development as well as existing demand within the local area		
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Provide a new primary school and associated outdoor playing space at the southern end of the site and contribute to additional secondary places to meet demand arising from the new development as well as existing demand within the local area	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording amended to facilitate the delivery of a new primary school and associated outdoor playing space, and contribute to additional primary and secondary places to serve the development. However, the recommendation is adequately addressed by Thematic Policy GM-E 5.	++	Policy states: Facilitate the delivery of a new primary school and associated outdoor playing space at the southern end of the site and contribute to additional secondary places to meet demand arising from the new development as well as existing demand within the local area	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	Policy states: Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough; Support the delivery of improvements to the local highway network and public transport serving the area	Ensure that public transport is integrated into the scheme at masterplanning stage	Partially	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage. However, the recommendation is adequately addressed by Thematic Policy GM-E 1, GM-G 2, GM-N 4, GM-N 5 & GM-N 7, and a masterplan required in the allocations policy will determine this.	+	Policy states: Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough; Support the delivery of improvements to the local highway network and public transport serving the area	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+		Ensure that public transport is integrated into the scheme at masterplanning stage	Partially	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage. However, the recommendation is adequately addressed by Thematic Policy GM-E 1, GM-G 2, GM-N 4, GM-N 5 & GM-N 7, and a masterplan required in the allocations policy will determine this.	+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

		Support the use of sustainable and active modes of transport?	+		Ensure that public transport is integrated into the scheme at masterplanning stage	Partially	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage. However, the recommendation is adequately addressed by Thematic Policy GM-E 1, GM-G 2, GM-N 4, GM-N 5 & GM-N 7, and a masterplan required in the allocations policy will determine this.	+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	An AQMA is not located within 500m. The policy states: Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage. The recommendation is adequately addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2, and a masterplan required in the allocations policy will determine this.	+	An AQMA is not located within 500m. The policy states: Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough;	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	-/?	Within the site is a priority habitat for deciduous woodland, a site of biological importance 'Hollingworth Lake', Hollingworth country park and a wildlife corridor Limited mitigation in the policy. The policy makes reference to: Deliver a landscape-led development which maximises its Pennine fringe setting and takes account of views from and into the site;	Consider the priority habitat, SBI, wildlife corridor and Hollingworth Country Park throughout detailed design to reduce risk throughout construction and operational phases.	Partially	Allocation policy wording amended to include the incorporation of green and blue infrastructure. The recommendation is adequately addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	+/?	Within the site is a priority habitat for deciduous woodland, a site of biological importance 'Hollingworth Lake', Hollingworth country park and a wildlife corridor Limited mitigation in the policy. The policy makes reference to: Deliver a landscape-led development which maximises its Pennine fringe setting and takes account of views from and into the site;	Scoring has been increased from negative /no effect to positive/ no effect	No further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	-/?			Partially	Allocation policy wording amended to include the incorporation of green and blue infrastructure. The recommendation is adequately addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	+/?		Scoring has been increased from negative /no effect to positive/ no effect	No further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?/+		Integrate green infrastructure throughout the scheme at masterplan stage	Partially	Allocation policy wording amended to include the incorporation of green and blue infrastructure. The recommendation is adequately addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++		Scoring has been increased from positive/no effect to very positive	No further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O			Partially	Allocation policy wording amended to include the incorporation of green and blue infrastructure. The recommendation is adequately addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	+		Scoring has been increased from no effect to positive	No further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	The allocation is not within flood zone 2 or 3. Not referenced in the policy	This is covered within a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5.	O	The allocation is not within flood zone 2 or 3. Not referenced in the policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	The allocation is not within flood zone 2 or 3. Not referenced in the policy	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5.	O	The allocation is not within flood zone 2 or 3. Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	O	The allocation is not within flood zone 2 or 3. Not referenced in the policy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5.	O	The allocation is not within flood zone 2 or 3. Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	O	The allocation is not within flood zone 2 or 3. Not referenced in the policy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5.	O	The allocation is not within flood zone 2 or 3. Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	The allocation is not within flood zone 2 or 3. Not referenced in the policy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5.	O	The allocation is not within flood zone 2 or 3. Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking: Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough No reference to low carbon or renewables	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Allocation policy wording amended to include electric vehicle charging infrastructure and cycling provision. However, the recommendation is adequately addressed by thematic Policy GM-S2, GM-S3 and GM-S4.	+	Reference in policy to cycling and walking: Create high quality, safe and convenient walking and cycling routes through the site providing improved linkages to key local destinations including Littleborough Town Centre, Hollingworth Lake, Rochdale Canal and the two railway stations – Smithy Bridge and Littleborough No reference to low carbon or renewables	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Allocation policy wording amended to include electric vehicle charging infrastructure and cycling provision. However, the recommendation is adequately addressed by thematic Policy GM-S2 and GM-S3.	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Allocation policy wording amended to include electric vehicle charging infrastructure and cycling provision. However, the recommendation is adequately addressed by thematic Policy GM-S2 and GM-S3.	+	No mention in policy	Score has improved from neutral to positive	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	++	Policy states: Deliver a landscape-led development which maximises its Pennine fringe setting and takes account of views from and into the site				++	Policy states: Deliver a landscape-led development which maximises its Pennine fringe setting and takes account of views from and into the site		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	No heritage assets within the allocation Not referenced in the policy				O	No heritage assets within the allocation Not referenced in the policy		
		Respect, maintain and strengthen local character and distinctiveness?	+	Policy states: taking advantage of its attractive setting next to Hollingworth Lake and the Rochdale Canal				+	Policy states: taking advantage of its attractive setting next to Hollingworth Lake and the Rochdale Canal		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	-	Mainly greenfield site	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed within Chapter 4 and Chapter 9 of the GMSF.	-	Mainly greenfield site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	Mostly Grade 4 apart from small patch to the west which is urban				+	Mostly Grade 4 apart from small patch to the west which is urban		
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	-	Mainly greenfield site				-	Mainly greenfield site		
		Support reductions in land contamination through the remediation and reuse of previously developed land?	-	Mainly greenfield site				-	Mainly greenfield site		
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy to ensure this objective is achieved
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Newhey Quarry

			2019					2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 250 homes				+	Policy states: around 250 homes including higher value family housing		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: Deliver a mix of housing density, with the potential for higher density development in the south west part of the site closest to the village centre and the Metrolink stop. The northern and eastern parts of the site could include larger, higher value housing to diversify housing choice in the local area				++	Policy states: 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, the Metrolink stop and the existing cycle / walking network. The northern and eastern parts of the site could include larger, higher value housing to diversify housing choice in the local area. Provide safe and appropriate access onto Huddersfield Road		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Policy references links to the local centre: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey	Make reference to opportunities to sustainably connect the site to employment, town centres and green space.	Partially	Allocation policy has been amended to include access to electric vehicle charging infrastructure and cycle storage, as well as links to existing cycle/walking network and provide safe and appropriate access onto Huddersfield Road. The recommendation is addressed by Thematic Policy GM-N 1, GM-N 3 and GM-N 5.	++	Policy references links to the local centre: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey	Scoring has been increased from positive to very positive.	No further recommendations are made.
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-P 1, GM-E 4, GM-E 5	++	Policy states: Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	Within 1km of existing bus stops. In regard to public transport the policy states makes greater accessibility and parking for Newhey Metrolink stop	Ensure that access public transport is a key consideration of access to the site.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-N 3.	+	Within 1km of existing bus stops. In regard to public transport the policy states makes greater accessibility and parking for Newhey Metrolink stop and the existing cycle / walking network. Provide safe and appropriate access onto Huddersfield Road	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	Policy states: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop;				+	Policy states: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop, and the existing cycle / walking network; Provide safe and appropriate access onto Huddersfield Road		
		Improve transport connectivity?	+	Policy states: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop;				+	Policy states: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop, and the existing cycle / walking network; Provide safe and appropriate access onto Huddersfield Road		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2, and a masterplan required in the allocations policy will determine this.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1.	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1.	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	Allocation policy wording amended to include creating of a high quality development including open space and landscaping, water features and safeguarding and enhancing biodiversity. The recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF.	+	Policy references the creation of open space and landscaping.	Scoring has been increased from no effect to positive.	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed		Partially	Allocation policy wording amended to include creating of a high quality development including open space and landscaping, water features and safeguarding and enhancing biodiversity. The recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF.	+	Policy references the creation of open space and landscaping.	Scoring has been increased from no effect to positive.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Each allocation is within a specific location and therefore is within one area type.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop; and In relation to green infrastructure: incorporating water features, the creation of attractive and interesting open spaces and landscaping.				++	In relation to walking and cycling policy states: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop and the existing cycle / walking network Provide safe and appropriate access onto Huddersfield Road In relation to green infrastructure: incorporating water features, the creation of attractive and interesting open spaces and landscaping.		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	+	Policy states: incorporating water features, the creation of attractive and interesting open spaces and landscaping.				+	Policy states: incorporating water features, the creation of attractive and interesting open spaces and landscaping.		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No mention of new facilities	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	O	No mention of new facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities..		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	++	Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	No mention of new facilities		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	O	No mention of new facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording amended to provide contributions to ensure that there are sufficient school facilities schools to serve the development. The recommendation is addressed by Thematic Policy GM-E 5.	++	Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	Policy states: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop				+	Policy states: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop and the existing cycle / walking network. Provide safe and appropriate access onto Huddersfield Road		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+					+			
		Support the use of sustainable and active modes of transport?	+					+			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/-	An AQMA is located within 500m. The policy states: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Yes	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage, creation of open spaces and landscaping and enhancing biodiversity, as well as creating links to existing cycle/walking networks. The recommendation is addressed by Thematic Policy GM-S 6, GM-N 1, GM-N 3, GM-N 5, GM-G 2, GM-G 6, and a masterplan required in the allocations policy will determine this.	++/-	An AQMA is located within 500m. The policy states: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop and existing cycle/walking network. Provide safe and appropriate access onto Huddersfield Road	Scoring has been increased from positive / negative to very positive / negative.	No further recommendations are made.
11	Conserve and enhance biodiversity, green	Provide opportunities to enhance new and existing wildlife and geological sites?	+	Within the site is a priority habitat for deciduous woodland The policy states: Incorporate the features of the quarry in a way	Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases.	Yes	Allocation policy wording amended to create open spaces and landscaping, water features, safeguarding and enhancement of biodiversity, and reprofiling quarry face with biodiversity incorporation and attractive visual features. The re-profiled quarry face will be retained in the Green Belt. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++	Within the site is a priority habitat for deciduous woodland The policy states: Create a unique, high quality development including attractive and interesting open spaces and landscaping by carrying out any necessary re-profiling of the quarry face,	Scoring has been increased from positive to very positive	No further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+			Yes	Allocation policy wording amended to create open spaces and landscaping, water features, safeguarding and enhancement of biodiversity, and reprofiling quarry face with biodiversity incorporation and attractive visual features. The re-profiled quarry face will be retained in the Green Belt. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++		Scoring has been increased from positive to very positive	No further recommendations are made.

11	biodiversity, green infrastructure and geodiversity assets	Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+	which produces a unique, high quality development, including retaining and incorporating water features, the creation of attractive and interesting open spaces and landscaping.	Integrate green infrastructure throughout the scheme at masterplan stage	Yes	Allocation policy wording amended to create open spaces and landscaping, water features, safeguarding and enhancement of biodiversity, and reprofiling quarry face with biodiversity incorporation and attractive visual features. The re-profiled quarry face will be retained in the Green Belt. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++	incorporating water features and safeguarding and enhancing biodiversity Ensure that the re-profiled quarry face, which is to be retained in the Green Belt, takes the opportunity to incorporate biodiversity and attractive visual features to enhance the quality of the development;	Scoring has been increased from positive to very positive	No further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O			Yes	Allocation policy wording amended to create open spaces and landscaping, water features, safeguarding and enhancement of biodiversity, and reprofiling quarry face with biodiversity incorporation and attractive visual features. The re-profiled quarry face will be retained in the Green Belt. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++		Scoring has been increased from positive to very positive	No further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O/-	A very small section of the site to the east is in flood zone 3 Not referenced in the policy	This is covered within a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O/-	A very small section of the site to the east is in flood zone 3 Not referenced in the policy	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O/-	A very small section of the site to the east is in flood zone 3 Not referenced in the policy	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O/-	A very small section of the site to the east is in flood zone 3 Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	O/-	A very small section of the site to the east is in flood zone 3 Not referenced in the policy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O/-	A very small section of the site to the east is in flood zone 3 Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	O/-	A very small section of the site to the east is in flood zone 3 Not referenced in the policy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O/-	A very small section of the site to the east is in flood zone 3 Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O/-	A very small section of the site to the east is in flood zone 3 Not referenced in the policy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O/-	A very small section of the site to the east is in flood zone 3 Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop No reference to low carbon or renewables	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	+	Reference in policy to cycling and walking: Retain and enhance existing rights of way and create a network of safe and attractive pedestrian and cycling routes linking the development to the centre of Newhey and the nearby Metrolink stop and the existing cycle/walking network No reference to low carbon or renewables	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: Incorporate the features of the quarry in a way which produces a unique, high quality development, including retaining and incorporating water features, the creation of attractive and interesting open spaces and landscaping.				+	Policy states: Create a unique, high quality development including attractive and interesting open spaces and landscaping by carrying out any necessary re-profiling of the quarry face, incorporating water features and safeguarding and enhancing biodiversity Ensure that the re-profiled quarry face, which is to be retained in the Green Belt, takes the opportunity to incorporate biodiversity and attractive visual features to enhance the quality of the development		
		Conserve and enhance the historic environment, heritage assets and their setting?	-/+	Church of St. Thomas New Hey Grade II listed building to the west of the site. Not referenced in the policy	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-G 1, GM-E 2 and a masterplan required in the allocations policy will determine this..	-/+	Church of St. Thomas New Hey Grade II listed building to the west of the site. Not referenced in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	+	Policy states: Incorporate the features of the quarry in a way which produces a unique, high quality development, including retaining and incorporating water features, the creation of attractive and interesting open spaces and landscaping.				+	Policy states: Create a unique, high quality development including attractive and interesting open spaces and landscaping by carrying out any necessary re-profiling of the quarry face, incorporating water features and safeguarding and enhancing biodiversity Ensure that the re-profiled quarry face, which is to be retained in the Green Belt, takes the opportunity to incorporate biodiversity and attractive visual features to enhance the quality of the development		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land	Support the development of previously developed land and other sustainable locations?	++	Brownfield land				++	Brownfield land		
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	++	Brownfield land, grade 4 agricultural land classification				++	Brownfield land, grade 4 agricultural land classification		
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	++	Brownfield land				++	Brownfield land		
		Support reductions in land contamination through the remediation and reuse of previously developed land?	++	Brownfield land				++	Brownfield land		
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Roch Valley

			2019					2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 210 new homes			Allocation policy amended to deliver around 200 homes including higher value family homes	+	Policy states: around 200 new homes including higher value family homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	Not referenced in policy				O	Not referenced in policy		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Policy states: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north				++	Policy states: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north The layout of the scheme should be designed in a way to deliver the eastern section of a proposed residential relief road between Smithy Bridge Road and Albert Royds Street. This proposed new road will need to incorporate attractive, high quality pedestrian and cycle routes. Provide appropriate access to electric vehicle charging infrastructure and cycle storage.		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-P 1, GM-E 4, GM-E 5	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	Within 1km of existing bus stops and train station. No reference to public transport improvements	Unsure that access public transport is a key consideration of access to the site.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-N 3.	+	Within 1km of existing bus stops and train station. No reference to public transport improvements	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north				++	Policy states: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north The layout of the scheme should be designed in a way to deliver the eastern section of a proposed residential relief road between Smithy Bridge Road and Albert Royds Street. This proposed new road will need to incorporate attractive, high quality pedestrian and cycle routes. Provide appropriate access to electric vehicle charging infrastructure and cycle storage.		
		Improve transport connectivity?	++	Policy states: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north				++	Policy states: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north The layout of the scheme should be designed in a way to deliver the eastern section of a proposed residential relief road between Smithy Bridge Road and Albert Royds Street. This proposed new road will need to incorporate attractive, high quality pedestrian and cycle routes. Provide appropriate access to electric vehicle charging infrastructure and cycle storage.		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2, and a masterplan required in the allocations policy will determine this.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation needs to encourage integration with existing communities and provision of a range of tenures	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	In relation to walking and cycling policy states: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north No reference to green infrastructure			Allocation policy amended to include the incorporation of green and blue infrastructure, a proposed new road incorporating high quality pedestrian and cycle routes	++	Policy states: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north The layout of the scheme should be designed in a way to deliver the eastern section of a proposed residential relief road between Smithy Bridge Road and Albert Royds Street. This proposed new road will need to incorporate attractive, high quality pedestrian and cycle routes. Provide appropriate access to electric vehicle charging infrastructure and cycle storage. Policy includes the incorporation of green and blue infrastructure	Scoring has been increased from positive to very positive.	No further recommendations are made.
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	o	Not referenced in policy				o	Not referenced in policy		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No mention of new facilities	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	O	No mention of new facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.		Partially	Allocation policy wording amended to provide contributions to ensure that there are sufficient school facilities schools to serve the development. The recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	No mention of new facilities		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	O	No mention of new facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording amended to provide contributions to ensure that there are sufficient school facilities schools to serve the development. The recommendation is addressed by Thematic Policy GM-E 5.	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	Policy states: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north	Ensure that public transport is integrated into the scheme at masterplanning stage	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-G 2, GM-N 4, GM-N 5 & GM-N 7	+	Policy states: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north The layout of the scheme should be designed in a way to deliver the eastern section of a proposed residential relief road between Smithy Bridge Road and Albert Royds Street. This proposed new road will need to incorporate attractive, high quality pedestrian and cycle routes. Provide appropriate access to electric vehicle charging infrastructure and cycle storage. Policy includes the incorporation of green and blue infrastructure	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+			Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-G 2, GM-N 4, GM-N 5 & GM-N 7	+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

		Support the use of sustainable and active modes of transport?	+			Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-G 2, GM-N 4, GM-N 5 & GM-N 7	+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	An AQMA is not located within 500m. The policy states: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage, green and blue infrastructure and creating a new road incorporating cycle/walking routes. The recommendation is addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2, and a masterplan required in the allocations policy will determine this.	++	An AQMA is not located within 500m. The policy states: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north The layout of the scheme should be designed in a way to deliver the eastern section of a proposed residential relief road between Smithy Bridge Road and Albert Royds Street. This proposed new road will need to incorporate attractive, high quality pedestrian and cycle routes Policy includes the incorporation of green and blue infrastructure	Scoring has been increased from positive to very positive.	No further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	?/+	There is a wildlife corridor within the site The policy makes reference to: Have regard to the river valley setting in terms of the design and layout, particularly in relation to the materials uses and the landscaping along the boundary of the site	Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases.	Partially	Allocation policy wording amended to incorporate green and blue infrastructure. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	+	There is a wildlife corridor within the site The policy makes reference to: Have regard to the river valley setting in terms of the design and layout, particularly in relation to the materials uses, the incorporation of green and blue infrastructure and the landscaping along the boundary of the site	Scoring has been increased from positive / no effect to positive.	No further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	?/+			Partially	Allocation policy wording amended to incorporate green and blue infrastructure. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	+		Scoring has been increased from positive / no effect to positive.	No further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?/+		Integrate green infrastructure throughout the scheme at masterplan stage	Partially	Allocation policy wording amended to incorporate green and blue infrastructure. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++		Scoring has been increased from positive / no effect to very positive.	No further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?/+			Partially	Allocation policy wording amended to incorporate green and blue infrastructure. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	+		Scoring has been increased from positive / no effect to positive.	No further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	A small section of the site to the south is in flood zone 3 The policy states: Safeguard the land between the developed part of the site and the River Roch to enhance measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS)	This is covered in a thematic policy	Partially	Allocation policy wording amended to contribute to flood alleviation measures of the River Roch rather than enhance measures. A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	A small section of the site to the south is in flood zone 3 The policy states: Safeguard the land between the developed part of the site and the River Roch to contribute to measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS)	Scoring has been increased from no effect to positive.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	A small section of the site to the south is in flood zone 3 The policy states: Safeguard the land between the developed part of the site and the River Roch to enhance measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS)	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Yes	Allocation policy wording amended to contribute to flood alleviation measures of the River Roch rather than enhance measures. A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	A small section of the site to the south is in flood zone 3 The policy states: Safeguard the land between the developed part of the site and the River Roch to contribute to measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS)	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	O	A small section of the site to the south is in flood zone 3 The policy states: Safeguard the land between the developed part of the site and the River Roch to enhance measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS)	Appropriate flood risk mitigation, especially to the south of the site, should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	Allocation policy wording amended to contribute to flood alleviation measures of the River Roch rather than enhance measures. A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	A small section of the site to the south is in flood zone 3 The policy states: Safeguard the land between the developed part of the site and the River Roch to contribute to measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS)	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	O	A small section of the site to the south is in flood zone 3 The policy states: Safeguard the land between the developed part of the site and the River Roch to enhance measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS)		Partially	Allocation policy wording amended to contribute to flood alleviation measures of the River Roch rather than enhance measures. A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	A small section of the site to the south is in flood zone 3 The policy states: Safeguard the land between the developed part of the site and the River Roch to contribute to measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS)	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	A small section of the site to the south is in flood zone 3 The policy states: Safeguard the land between the developed part of the site and the River Roch to enhance measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS)		Partially	Allocation policy wording amended to contribute to flood alleviation measures of the River Roch rather than enhance measures. A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	A small section of the site to the south is in flood zone 3 The policy states: Safeguard the land between the developed part of the site and the River Roch to contribute to measures that deliver flood alleviation benefits for the River Roch catchment between Littleborough and Rochdale town centre. This should be accompanied by appropriate water management in the site itself, including sustainable drainage infrastructure (SuDS)	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered in a thematic policy	Partially	Allocation policy wording amended to contribute to flood alleviation measures of the River Roch rather than enhance measures. A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered in a thematic policy	Partially	Allocation policy wording amended to contribute to flood alleviation measures of the River Roch rather than enhance measures. A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	Scoring has been increased from no effect to positive.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered in a thematic policy	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north No reference to low carbon or renewables	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S 2, GM-S 3 & GM-S 4	+	Reference in policy to cycling and walking: Maintain and enhance pedestrian and cycle routes through the valley both to promote active lifestyles and provide sustainable routes to local centres, services and public transport, notably Smithy Bridge railway station to the south and the bus corridor on the A58 to the north The layout of the scheme should be designed in a way to deliver the eastern section of a proposed residential relief road between Smithy Bridge Road and Albert Royds Street. This proposed new road will need to incorporate attractive, high quality pedestrian and cycle routes No reference to low carbon or renewables	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: Have regard to the river valley setting in terms of the design and layout, particularly in relation to the materials uses and the landscaping along the boundary of the site				+	Policy states: Have regard to the river valley setting in terms of the design and layout, particularly in relation to the materials uses, the incorporation of green and blue infrastructure and the landscaping along the boundary of the site		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	No heritage assets within the allocation Not referenced in the policy				O	No heritage assets within the allocation Not referenced in the policy		
		Respect, maintain and strengthen local character and distinctiveness?	+	Policy states: Have regard to the river valley setting in terms of the design and layout, particularly in relation to the materials uses and the landscaping along the boundary of the site				+	Policy states: Have regard to the river valley setting in terms of the design and layout, particularly in relation to the materials uses, the incorporation of green and blue infrastructure and the landscaping along the boundary of the site		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4: Our Strategy.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	Greenfield land, urban agricultural land classification 4 with small sections of urban land	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. The site has been reclassified as urban land. However, the recommendation is addressed within Chapter 4: Our Strategy.	++	Urban Land	Scoring has been increased from positive to very positive.	No further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4: Our Strategy.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4: Our Strategy.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy to ensure this objective is achieved
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Trows Farm

			2019						2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 360 homes			Allocation policy amended to include around 550 homes including higher value family housing	+	Policy states: around 550 homes including higher value family housing		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: incorporating a good mix of house types including higher value housing;				++	Policy states: incorporating a good mix of house types including higher value housing;		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Policy states: Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station	Make reference to opportunities to sustainably connect the site to employment, town centres and green space.	Partially	Allocation policy has been amended to include access to electric vehicle charging infrastructure and cycle storage, as well having regard to existing biodiversity and greenspace corridors. The recommendation is addressed by Thematic Policy GM-N 1, GM-N 3 and GM-N 5.	+	Policy states: Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-P 1, GM-E 4, GM-E 5	++	Policy states: Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	Within 1km of existing bus stops. In regard to public transport the policy states: Contribute to public transport accessibility improvements	Ensure that access public transport is a key consideration of access to the site.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-N 3.	+	Within 1km of existing bus stops. In regard to public transport the policy states: Contribute to public transport accessibility improvements	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	Policy states: Contribute to public transport accessibility improvements; Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station				+	Policy states: Contribute to public transport accessibility improvements; Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station		
		Improve transport connectivity?	+	Policy states: Contribute to public transport accessibility improvements; Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station				+	Policy states: Contribute to public transport accessibility improvements; Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Not referenced in policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2, and a masterplan required in the allocations policy will determine this.	O	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic PolicyGM-E 1, GM-E 4, GM-E 5 & GM-P 1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and GM-P 1.	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF	O	Each allocation is within a specific location and therefore is within one area type.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station; In relation to green infrastructure: deliver a well-designed scheme which incorporates good quality green infrastructure				++	In relation to walking and cycling policy states: Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station; In relation to green infrastructure: deliver a well-designed scheme which incorporates good quality green and blue infrastructure having regard to existing biodiversity and greenspace corridors;		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	O	not referenced in policy				O	not referenced in policy		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	-	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities..		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	++	Policy states: Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	-	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7	-	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Ensure that that are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording amended to provide contributions to ensure that there are sufficient school facilities schools to serve the development. The recommendation is addressed by Thematic Policy GM-E 5.	++	Policy states: Provide contributions to ensure that there are sufficient school places to accommodate the new housing either through an expansion of existing schools or the provision of new school facilities	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	Policy states: Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station				+	Policy states: Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+					+			
		Support the use of sustainable and active modes of transport?	+					+			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/--	An AQMA is located within 150m. The policy makes specific mention to air quality: Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors The policy states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Yes	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage, and give regard to existing biodiversity and greenspace corridors. The recommendation is addressed by Thematic Policy GM-S 6, GM-N 1, GM-N 3, GM-N 5, GM-G 2, GM-G 6, and a masterplan required in the allocations policy will determine this.	++/--	An AQMA is located within 150m. The policy makes specific mention to air quality: Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors The policy states: Provide good quality pedestrian and cycling routes through the site to facilitate safe and convenient access to the centre of Castleton and the nearby railway station, and westwards to employment locations around Heywood.	Score has improved from positive/very negative to very positive/very negative	No further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+/?	Within the site there is a priority habitat for deciduous woodland and a wildlife corridor No mitigation is included in the policy The policy states: deliver a well-designed scheme which incorporates good quality green infrastructure	Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases. Integrate green infrastructure throughout the scheme at masterplan stage	Partially	Allocation policy wording amended to include blue infrastructure and give regard to existing biodiversity and greenspace corridors. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++/?	Within the site there is a priority habitat for deciduous woodland and a wildlife corridor No mitigation is included in the policy The policy states: deliver a well-designed scheme which incorporates good quality green and blue infrastructure having regard to existing biodiversity and greenspace corridors;	Scoring has been increased from positive/no effect to very positive.	No further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+/?			Partially	Allocation policy wording amended to include blue infrastructure and give regard to existing biodiversity and greenspace corridors. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++/?		Scoring has been increased from positive/no effect to very positive.	No further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+			Partially	Allocation policy wording amended to include blue infrastructure and give regard to existing biodiversity and greenspace corridors. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	++		Scoring has been increased from positive to very positive.	No further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O			Partially	Allocation policy wording amended to include blue infrastructure and give regard to existing biodiversity and greenspace corridors. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10 and a masterplan required in the allocations policy will determine this.	+		Score has improved from neutral to positive	No further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	No part of the site is in flood zone 2 or 3. Policy makes no reference.	This is covered within a thematic policy	Yes	A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	No part of the site is in flood zone 2 or 3. Policy makes no reference.	Scoring has been increased from no effect to positive.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	No part of the site is in flood zone 2 or 3. Policy makes no reference.	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Yes	A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	No part of the site is in flood zone 2 or 3. Policy makes no reference.	Scoring has been increased from no effect to positive.	No further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	O	No part of the site is in flood zone 2 or 3. Policy makes no reference.	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	No part of the site is in flood zone 2 or 3. Policy makes no reference.	Scoring has been increased from no effect to positive.	No further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	O	No part of the site is in flood zone 2 or 3. Policy makes no reference.	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	No part of the site is in flood zone 2 or 3. Policy makes no reference.	Scoring has been increased from no effect to positive.	No further recommendations are made.

		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	No part of the site is in flood zone 2 or 3. Policy makes no reference.	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	No part of the site is in flood zone 2 or 3. Policy makes no reference.	Scoring has been increased from no effect to positive.	No further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	Scoring has been increased from no effect to positive.	No further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within a thematic policy	Partially	A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	Scoring has been increased from no effect to positive.	No further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within a thematic policy	Partially	A Level 2 SFRA has been completed for the site. The recommendation is addressed by Thematic Policy GM-S 5.	+	This is a consideration for detailed design and thematic policy.	Scoring has been increased from no effect to positive.	No further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking: Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station No reference to low carbon or renewables	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage. However, the recommendation is addressed by thematic Policy GM-S2, GM-S3 and GM-S4.	+	Reference in policy to cycling and walking: Provide safe and attractive walking and cycling routes to the local centre of Castleton and the railway station No reference to low carbon or renewables	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No change to allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	Allocation policy amended to provide appropriate access to electric vehicle charging infrastructure and cycle storage. However, the recommendation is addressed by thematic Policy GM-S2 and GM-S3.	+	No mention in policy	Scoring has been increased from negative / no effect to positive.	No further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	No reference in policy				O	No reference in policy		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets on the site.				O	There are no heritage assets on the site.		
		Respect, maintain and strengthen local character and distinctiveness?	O	There are no heritage assets on the site.				O	There are no heritage assets on the site.		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield land	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	--	Greenfield land	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	Greenfield land, grade 4 agricultural land classification	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	+	Greenfield land, grade 4 agricultural land classification	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Salford

Hazelhurst Farm

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	The allocation is for housing.	Reference could be made directly in the policy to the number of dwellings that will be provided on the allocation.	Yes	Policy already states for 400 dwellings	+	Land at Hazelhurst to the east of the M60 and south of the A580 East Lancashire Road will be developed for around 400 dwellings	No change has been made to scoring.	No further recommendations are made.
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	No reference to this in the policy	Include details regarding mix of housing	Partially	Assumed 400 houses. The exact mix will be determined through a masterplan.	O	No reference to this in the policy	No change has been made to scoring. Will be determined through masterplan	No further recommendations are made.
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Policy States: Protect and enhance the Worsley Woods site of biological interest to the west of the site, retain other mature woodland, hedgerows, swamp and water bodies. The site benefits from close proximity to the route of services that utilise the Leigh Guided Busway, provided access to employment and leisure opportunities.				++	Policy States: Protect and enhance the Worsley Woods site of biological interest to the west of the site, retain other mature woodland, hedgerows, swamp and water bodies. The site benefits from close proximity to the route of services that utilise the Leigh Guided Busway, provided access to employment and leisure opportunities.		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referred to in policy. May be more appropriate to add energy efficiency and resilience considerations to thematic policy on carbon emissions.				O	Not referred to in policy. May be more appropriate to add energy efficiency and resilience considerations to thematic policy on carbon emissions.		
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: Set aside land to provide additional 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	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-P 1, GM-E 4, GM-E 5	++	Policy states: Set aside land to provide additional 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	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	Housing only				O	Housing only		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Be designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops. In addition, the policy makes reference to incorporating attractive public rights of way through the site				++	Policy states: Be designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops. In addition, the policy makes reference to incorporating attractive public rights of way through the site		
		Improve transport connectivity?	+	Policy states: Be designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops. In addition, the policy makes reference to incorporating attractive public rights of way through the site				+	Policy states: Be designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops. In addition, the policy makes reference to incorporating attractive public rights of way through the site		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	Policy states: Provide a buffer for the overhead power lines that run across the site, in accordance with National Grid requirements. However this only maintains the current position and does not improve it.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2, and a masterplan required in the allocations policy will determine this.	O	Policy states: Provide a buffer for the overhead power lines that run across the site, in accordance with National Grid requirements. However this only maintains the current position and does not improve it.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1. It is considered that the policy / thematic policy could be strengthened by specific reference to tackling deprivation.	o	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	Cannot be certain that development will affect deprived areas.				o	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	o	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF. The policy requires 50% affordable housing with a mix of tenures.	o	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	o	Nothing proposed				o	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	o	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				o	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	o	Each allocation is within a specific location and therefore is within one area type.				o	Each allocation is within a specific location and therefore is within one area type.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy states: high quality pedestrian routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops. In addition, the policy makes reference to incorporating attractive public rights of way through the site. Policy states: Protect and enhance the Worsley Woods site of biological interest to the west of the site, retain other mature woodland, hedgerows, swamp and water bodies. In addition, the policy makes reference to providing new allotment plots.				++	Policy states: high quality pedestrian routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops. In addition, the policy makes reference to incorporating attractive public rights of way through the site. Policy states: Protect and enhance the Worsley Woods site of biological interest to the west of the site, retain other mature woodland, hedgerows, swamp and water bodies. In addition, the policy makes reference to providing new allotment plots.		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Policy states: Protect and enhance the Worsley Woods site of biological interest to the west of the site, retain other mature woodland, hedgerows, swamp and water bodies. In addition, the policy makes reference to providing new allotment plots.				++	Policy states: Protect and enhance the Worsley Woods site of biological interest to the west of the site, retain other mature woodland, hedgerows, swamp and water bodies. In addition, the policy makes reference to providing new allotment plots.		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-/?	No new provision is referred to	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7.	-/?	No new provision is referred to	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Set aside land to provide additional 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				++	Policy states: Set aside land to provide additional 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	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	Policy makes provision for new allotment plots				+	Policy makes provision for new allotment plots	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Set aside land to provide additional 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				++	Policy states: Set aside land to provide additional 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		
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	Policy states: Be designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops. In addition, the policy makes reference to incorporating attractive public rights of way through the site.				+	Policy states: Be designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops. In addition, the policy makes reference to incorporating attractive public rights of way through the site.		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+					+			
		Support the use of sustainable and active modes of transport?	+					+			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/--	The site is within 150m of an AQMA. The policy supports the use of active modes of transport and the use of public transport, in particularly bus rapid transit service	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	Allocation policy amended to take opportunities to incorporate green infrastructure that can most effectively benefit the site and the wider area. The recommendation is addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2, and a masterplan required in the allocations policy will determine this.	+/--	The site is within 150m of an AQMA. The policy supports the use of active modes of transport and the use of public transport, in particularly bus rapid transit service	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+/-	The site is within a wildlife corridor and is adjacent to a priority habitat for Lowland fens. In addition the site is adjacent Worsley Woods which is a site of biological importance Policy states: Protect and enhance the Worsley Woods site of biological interest to the west of the site, retain other mature woodland, hedgerows, swamp and water bodies. Protect and enhance the Worsley Woods Site of Biological Importance to the west of the site. In addition, the policy makes reference to providing new allotment plots.				+/-	The site is within a wildlife corridor and is adjacent to a priority habitat for Lowland fens. In addition the site is adjacent Worsley Woods which is a site of biological importance Policy states: Protect and enhance the Worsley Woods site of biological interest to the west of the site, retain other mature woodland, hedgerows, swamp and water bodies. Protect and enhance the Worsley Woods Site of Biological Importance to the west of the site. In addition, the policy makes reference to providing new allotment plots. 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;		
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+/-					+/-			
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++					++			
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	++					++			
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	Site is has relatively low flood vulnerability Policy states: Incorporate sustainable drainage systems to mitigate the surface water flooding on the site.	This is covered in thematic policies	Partially	Policy has been amended to include ensuring that surface water flooding mitigation systems must ensure there is no adverse impact on the potential for flooding off-site. The recommendation is addressed by thematic Policy GM-S 5.	+	Site is has relatively low flood vulnerability Policy states: Incorporate sustainable drainage systems to mitigate the surface water flooding on the site, while ensuring that there is no adverse impact on the potential for flooding off-site;	Scoring has been increased from no effect to positive.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	Allocation is not in a flood zone Policy states: Incorporate sustainable drainage systems to mitigate the surface water flooding on the site.				O	Allocation is not in a flood zone Policy states: Incorporate sustainable drainage systems to mitigate the surface water flooding on the site.		
		Ensure adequate measures are in place to manage existing flood risk?	O					O	Allocation is not in a flood zone Policy states: Incorporate sustainable drainage systems to mitigate the surface water flooding on the site.		

		Ensure that development does not increase flood risk due to increased run-off rates?	O					O	Allocation is not in a flood zone Policy states: Incorporate sustainable drainage systems to mitigate the surface water flooding on the site.		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O					O	Allocation is not in a flood zone Policy states: Incorporate sustainable drainage systems to mitigate the surface water flooding on the site.		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. Policy States: protect the quality of watercourses through and around the site	This is covered in thematic policies	Partially	Policy has been amended to include ensuring that surface water flooding mitigation systems must ensure there is no adverse impact on the potential for flooding off-site. The recommendation is addressed by thematic Policy GM-S 5.	++	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. Policy States: protect the quality of watercourses through and around the site	Scoring has been increased from positive to very positive.	No further recommendations are made.
		Promote management practices that will protect water features from pollution?	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. Policy States: protect the quality of watercourses through and around the site	This is covered in thematic policies	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. Policy States: protect the quality of watercourses through and around the site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered in thematic policies	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 2, GM-S 3 & GM-S 4.	+	Reference in policy to cycling and walking	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?					-/?			
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?					-/?			
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: Retain other mature woodland, hedgerows, and swamp and water bodies as important landscape features, supporting an overall increase in the nature conservation value of the site. The landscape features within and around the site are important to the character of the wider area, and their rendition will help to differentiate its development and ensure a high quality residential environment				+	Policy states: Retain other mature woodland, hedgerows, and swamp and water bodies as important landscape features, supporting an overall increase in the nature conservation value of the site. The landscape features within and around the site are important to the character of the wider area, and their rendition will help to differentiate its development and ensure a high quality residential environment		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets on the site.	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases, particularly to the locally listed buildings to the south of the site.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-G 1, GM-E 2 and a masterplan required in the allocations policy will determine this..	O	There are no heritage assets on the site.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	+	Policy states: Ensure that vehicular access to the site does not compromise the quality of existing residential areas	Ensure the policy is designed to take advantage of the natural landscape assets and connections to these both on and off site and also townscape assets that are present.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-G 1, GM-E 1, GM-E 2, GM-E 3 and a masterplan required in the allocations policy will determine this..	+	Policy states: Ensure that vehicular access to the site does not have an unacceptable impact on the quality of existing residential areas	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Land is on an agricultural greenfield site	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	--	Land is on an agricultural greenfield site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	Grade 3 agricultural land (subset of Grade 3 not known, worst case scenario has been assumed)	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Yes	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	+	Grade 3 agricultural land (subset of Grade 3 not known, worst case scenario has been assumed)	Scoring has been increased from very negative to positive.	Development could accord with the results of the Agricultural Land Assessment.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield				--	Greenfield		
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	As above			o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

East of Boothstown

			2019						2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	The allocation is for housing.	Reference could be made directly in the policy to the number of dwellings that will be provided on the allocation.	Yes	Policy already states for 300 dwellings	+	Policy states around 300 dwellings will be built	No change has been made to scoring.	No further recommendations are made.
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	No mention in policy	Include details regarding mix of housing	Partially	Assumed 300 houses. The exact mix will be determined through a masterplan.	O	No mention in policy	No change has been made to scoring. Will be determined through masterplan	No further recommendations are made.
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Policy States: Utilise Shaw Brook as a central landscape feature running through the site, with the retention of significant open land around it. Policy also references: Retain the existing playing fields and footpaths.				+	Policy States: Utilise Shaw Brook as a central landscape feature running through the site, with the retention of significant open land around it. Policy also references: Retain the existing playing fields and footpaths.	No change	
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referred to in policy.	May be more appropriate to add energy efficiency and resilience considerations to thematic policy on carbon emissions.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 2, GM-S 3, GM-S 4 and GM-S 5.	O	Not referred to in policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P 1, GM-E 4, GM-E 5	O	Housing only	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support education and training to provide a suitable labour force for future growth?	O	Housing only				O	Housing only	No change	
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	Housing only				O	Housing only	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	Policy states: Secure further improvements to the path on the north side of the Bridgewater Canal to provide a high quality walking and cycling route				+	Policy states: Secure further improvements to the path on the north side of the Bridgewater Canal to provide a high quality walking and cycling route	No change	
		Improve transport connectivity?	+	Policy states: Secure further improvements to the path on the north side of the Bridgewater Canal to provide a high quality walking and cycling route				+	Policy states: Secure further improvements to the path on the north side of the Bridgewater Canal to provide a high quality walking and cycling route	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	There is no mention of this type of infrastructure.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2, and a masterplan required in the allocations policy will determine this.	O	There is no mention of this type of infrastructure.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1.	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O					O		No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF. The policy requires 50% affordable housing with a mix of tenures.	O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF. The policy requires 50% affordable housing with a mix of tenures.	O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF. The policy requires 50% affordable housing with a mix of tenures.	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF. The policy requires 50% affordable housing with a mix of tenures.	O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	+	Policy states: ensure good quality walking and cycling routes, retain or replace the existing playing fields, include new allotment plots, support Greater Manchester Wetlands Nature Improvement Area and utilise Shaw Brook as a central landscape feature running through the site.				+	Policy states: ensure good quality walking and cycling routes, retain or replace the existing playing fields, include new allotment plots, support Greater Manchester Wetlands Nature Improvement Area and utilise Shaw Brook as a central landscape feature running through the site.		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Policy states: retain or replace the existing playing fields, include new allotment plots, support Greater Manchester Wetlands Nature Improvement Area and utilise Shaw Brook as a central landscape feature running through the site.				++	Policy states: retain or replace the existing playing fields, include new allotment plots, support Greater Manchester Wetlands Nature Improvement Area and utilise Shaw Brook as a central landscape feature running through the site.		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No new provision is referred to	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7.	O	No new provision is referred to	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	O					O		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++					++		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	-/?	No new provision is referred to				-/?	No new provision is referred to		
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O			
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+ / -	Policy states: Ensure good quality access by walking and cycling for all residents to services in Boothstown, bus services on the surrounding road network, the Bridgewater Canal and Chat Moss to the south. In addition, secure 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	The policy includes comments on sustainable travel, however it is noted that the site is not very accessible by public transport.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-N 1, GM-N 3 and GM-N 5.	+ / -	Policy states: Ensure good quality access by walking and cycling for all residents to services in Boothstown, bus services on the surrounding road network, the Bridgewater Canal and Chat Moss to the south. In addition, secure 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	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+ / -					+ / -			
		Support the use of sustainable and active modes of transport?	+ / -					+ / -			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/--	Within 150m of AQMA, but also includes reference to retaining existing footpath	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2, and a masterplan required in the allocations policy will determine this.	+/--	Within 150m of AQMA, but also includes reference to retaining existing footpath	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+/-	SACs within 15km of the sites boundary: Manchester Mosses (3.69km) [UK0030200]; Rixton Clay Pits (10.378km) [UK0030265]. Policy states: retain or replace the existing playing fields, include new allotment plots, support Greater Manchester Wetlands Nature Improvement Area and utilise Shaw Brook as a central landscape feature running through the site.			Allocation policy justification amended to include a priority for any off-site nature conservation enhancements to deliver a minimum 10% net gain in biodiversity from the development.	+	SACs within 15km of the sites boundary: Manchester Mosses (3.69km) [UK0030200]; Rixton Clay Pits (10.378km) [UK0030265].	Scoring has been increased from neutral to positive.	No further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+/-					+/-	Policy states: retain or replace the existing playing fields, include new allotment plots, support Greater Manchester Wetlands Nature		
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++					++			
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	+					+			
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	Policy states: mitigate flood risk and incorporate sustainable drainage systems	This is covered within thematic policies.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	+	Policy states: mitigate flood risk and incorporate sustainable drainage systems	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	1.2% in flood zones. Some within flood zones 2 and 3.				O	1.2% in flood zones. Some within flood zones 2 and 3.		
		Ensure adequate measures are in place to manage existing flood risk?	+	Policy states: mitigate flood risk and incorporate sustainable drainage systems				+	Policy states: mitigate flood risk and incorporate sustainable drainage systems		
		Ensure that development does not increase flood risk due to increased run-off rates?	+	Policy states: mitigate flood risk and incorporate sustainable drainage systems				+	Policy states: mitigate flood risk and incorporate sustainable drainage systems		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	Policy states: mitigate flood risk and incorporate sustainable drainage systems				+	Policy states: mitigate flood risk and incorporate sustainable drainage systems		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within thematic policies.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	As above				O		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within thematic policies.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to buses, cycling and walking	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 2, GM-S 3, and GM-C 5.	+	Reference in policy to buses, cycling and walking	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 2, GM-S.	-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy				-/?	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
	Conserve and/or enhance landscape	Improve landscape quality and the character of open spaces and the public realm?	+	The policy states: retain Alder Wood and the other areas of mature deciduous woodland and protected trees.	Ensure landscape appraisal as part of any planning application	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-G 1 and GM-G 10.	+	The policy states: retain Alder Wood and the other areas of mature deciduous woodland and protected trees.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no listed buildings on the site. Policy states: preserve and enhance the setting of nearby heritage assets				O	There are no listed buildings on the site. Policy states: Conserve and enhance the setting of nearby heritage assets		

16	townscape, heritage assets and their setting and the character of GM	Respect, maintain and strengthen local character and distinctiveness?	?/+	None proposed				?/+	None proposed			
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Land is on an agricultural greenfield site	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4: Our Strategy.	--	Land is on an agricultural greenfield site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	Grade 3 agricultural land (subset of Grade 3 not known, worst case scenario has been assumed)	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised	Yes	An Agricultural Land Assessment has been undertaken by the landowner.	-	Grade 3 agricultural land (subset of Grade 3 not known, worst case scenario has been assumed)	Scoring has been increased from very negative to negative.	Development could accord with the results of the Agricultural Land Assessment.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-G 10.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield				--			
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy ...
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

North of Irlam Station

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	The allocation is for housing.				++	Policy states around 1,400 dwellings will be built	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy States: a broad mix of housing with densities increasing towards the most accessible parts of the site around Irlam Station, including accommodation specifically targeted at older people				++	Policy States: a broad mix of housing with densities increasing towards the most accessible parts of the site around Irlam Station, including accommodation specifically targeted at older people	No change	
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Policy States: Integrate high levels of green infrastructure throughout the site, including retaining landscape features such as mature trees and hedgerows				+	Policy States: Integrate high levels of green infrastructure throughout the site, including retaining landscape features such as mature trees and hedgerows	No change	
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referred to in policy. May be more appropriate to add energy efficiency and resilience considerations to thematic policy on carbon emissions.				O	Not referred to in policy. May be more appropriate to add energy efficiency and resilience considerations to thematic policy on carbon emissions.	No change	
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only	No change	
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: Set aside land to provide additional 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				++	Policy states: Set aside land to provide additional 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	No change	
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	Housing only				O	Housing only	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss. In addition, the policy states: Include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station				++	Policy states: Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss. In addition, the policy states: Include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station	No change	
		Improve transport connectivity?	++	Policy states: Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss. In addition, the policy states: Include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station				++	Policy states: Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss. In addition, the policy states: Include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	?	There is no mention of this type of infrastructure.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2, and a masterplan required in the allocations policy will determine this.	?	There is no mention of this type of infrastructure.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1. The policy could be strengthened to specifically refer tp tackling deprivation.	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	Allocation policy amended to reduce affordable housing provision by 5%. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF.	O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy states: Integrate high levels of green infrastructure throughout the site, including retaining landscape features such as mature trees and hedgerows. Policy states: Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss. In addition, the policy states: Include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station				++	Policy states: Integrate high levels of green infrastructure throughout the site, including retaining landscape features such as mature trees and hedgerows. Policy states: Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss. In addition, the policy states: Include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station	No change	
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	++	Policy states: Integrate high levels of green infrastructure throughout the site, including retaining landscape features such as mature trees and hedgerows. In addition, the allocation makes reference to providing new allotment plots and a new neighbourhood park including equipped areas for play.				++	Policy states: Integrate high levels of green infrastructure throughout the site, including retaining landscape features such as mature trees and hedgerows. In addition, the allocation makes reference to providing new allotment plots and a new neighbourhood park including equipped areas for play.	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No new provision is referred to	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation Policy description has been amended to include capacity of associated social and community uses. The recommendation is addressed by Thematic Policy GM-E 5, GM-E 6 & GM-E 7.	O	Policy States: The site has capacity for around 1,400 dwellings and associated social and community uses	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Set aside land to provide additional 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				++	Policy states: Set aside land to provide additional 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	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Policy makes provision for new neighbourhood equipped area of play and new allotment plots				++	Policy makes provision for new neighbourhood equipped area of play and new allotment plots	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Set aside land to provide additional 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				++	Policy states: Set aside land to provide additional 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	No change	
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy	No change	
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss. In addition, the policy states: Include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station				++	Policy states: Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss. In addition, the policy states: Include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station	No change	
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++		No change	
		Support the use of sustainable and active modes of transport?	++					++		No change	
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/-	The site is within 500m of an AQMA. The policy states: Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss. In addition, the policy states: Include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 2, GM-S 6 & GM-G 2.	+/-	The site is within 500m of an AQMA. The policy states: Incorporate a high quality network of public routes through the site, connected into the wider pedestrian and cycling network that provides access to local facilities, public transport services, New Moss Wood and Chat Moss. In addition, the policy states: Include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	The site is adjacent to a wildlife corridor and a priority habitat for deciduous woodland. In addition the site contains a GMEU Priority species site.			Allocation policy amended to achieve a minimum 10% net gain in biodiversity from the development. The recommendation is addressed by Thematic Policy GM-G 2, GM-G 6, GM-G 8, GM-G 9 & GM-G 10.	++	The site is adjacent to a wildlife corridor and a priority habitat for deciduous woodland. In addition the site contains a GMEU Priority species site.	Scoring has been increased from positive to very positive.	No further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+					+		No change	
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++	Policy states: Integrate high levels of green infrastructure throughout the site, including retaining landscape features such as mature trees and hedgerows. In addition, the allocation makes reference to supporting the objectives for the Greater Manchester Wetlands Nature Improvement Area, minimising the loss of carbon storage function of the peat and avoid any adverse impacts on the hydrology of Chat Moss, providing new allotment plots and a new neighbourhood park including equipped areas for play.				++	Policy states: Integrate high levels of green infrastructure throughout the site, including retaining landscape features such as mature trees and hedgerows. In addition, the allocation makes reference to supporting the objectives for the Greater Manchester Wetlands Nature Improvement Area, minimising the loss of carbon storage function of the peat and avoid any adverse impacts on the hydrology of Chat Moss, providing new allotment plots and a new neighbourhood park including equipped areas for play.	No change	
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	++					++		No change	
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	No reference to this in the policy	This is covered within thematic policies.	Yes	Allocation policy has been amended to incorporate measures to mimic natural drainage through the use of sustainable urban drainage to control surface water run-off, and the undertaking of a hydrological assessment to avoid adverse impacts on the hydrology of Chat Moss. The recommendation is addressed by Thematic Policy GM-S 5.	+	No reference to this in the policy	Scoring has been increased from no effect to positive.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	Allocation is not in a flood zone				O	Allocation is not in a flood zone	No change	
		Ensure adequate measures are in place to manage existing flood risk?	O					+	No reference to this in the policy		
		Ensure that development does not increase flood risk due to increased run-off rates?	O					+	No reference to this in the policy		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O					O	No reference to this in the policy		

14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. Policy States: protect the quality of watercourses through and around the site	This is covered within thematic policies.	Partially	Allocation policy has been amended to incorporate measures to mimic natural drainage through the use of sustainable urban drainage to control surface water run-off, and the undertaking of a hydrological assessment to avoid adverse impacts on the hydrology of Chat Moss. The recommendation is addressed by Thematic Policy GM-S 5.	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. Policy States: protect the quality of watercourses through and around the site Incorporate measures to mimic natural drainage through the use of green sustainable urban drainage to control the rate of surface water run-off;	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	+	As above	This is covered within thematic policies.	Partially	Allocation policy has been amended to incorporate measures to mimic natural drainage through the use of sustainable urban drainage to control surface water run-off, and the undertaking of a hydrological assessment to avoid adverse impacts on the hydrology of Chat Moss. The recommendation is addressed by Thematic Policy GM-S 5.	+	As above	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within thematic policies.	Partially	Allocation policy has been amended to incorporate measures to mimic natural drainage through the use of sustainable urban drainage to control surface water run-off, and the undertaking of a hydrological assessment to avoid adverse impacts on the hydrology of Chat Moss. The recommendation is addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport. The site is peat and therefore there are potential CO2 impacts.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 2, GM-S 3, and GM-S 4.	+	Reference in policy to cycling and walking	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O				No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 2, GM-S 3.	O		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+				No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 2, GM-S 3.	++		Scoring has been increased from positive to very positive.	No further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	The policy states: retain Alder Wood and the other areas of mature deciduous woodland and protected trees.	Ensure landscape appraisal as part of any planning application	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-G 1, GM-G 2, GM-G 6 & GM-E 2.	+	The policy states: retain Alder Wood and the other areas of mature deciduous woodland and protected trees.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no listed buildings on the site.				O	There are no listed buildings on the site.	No change	
		Respect, maintain and strengthen local character and distinctiveness?	+	Policy states: 5. Ensure that vehicular access to the site does not compromise the quality of existing residential areas				+	Policy states: 5. Ensure that vehicular access to the site does not compromise the quality of existing residential areas	No change	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Land is on an agricultural greenfield site	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Land is on an agricultural greenfield site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	Grade 1 agricultural land				--	Grade 1 agricultural land	No change	
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield				--	Greenfield	No change	
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Port Salford Extension

					2019					2020			
Ref	Objective	Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an	1	Provide a sustainable supply of housing land including for an	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	O	No housing proposed				O	No housing proposed		
					O	No housing proposed				O	No housing proposed		
					O	No housing proposed				O	No housing proposed		
					O	No housing proposed				O	No housing proposed		
2	Provide a sustainable supply of employment land to ensure sustainable economic growth	2	Provide a sustainable supply of employment land to ensure sustainable economic growth	Meet current and future demand for employment land across GM?	++	Employment site	Make reference in the policy to the size of the site and the type of employment proposed.	Yes	Allocation Policy states around 320,000 sq m of industrial and warehousing floorspace will be provided	++	Employment site	No change has been made to scoring.	No further recommendations are made.
					O	No mention in policy				O	No mention in policy		
					++	Existing public transport near by - bus stops				++	Existing public transport near by - bus stops		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy makes reference to provision of railway link, highway improvements, high quality walking and cycling routes, access from bus stops and potential Metrolink extension				++	Policy makes reference to provision of railway link, highway improvements, high quality walking and cycling routes, access from bus stops and potential Metrolink extension		
					++	Policy makes reference to provision of railway link, highway improvements, high quality walking and cycling routes, access from bus stops and potential Metrolink extension				++	Policy makes reference to provision of railway link, highway improvements, high quality walking and cycling routes, access from bus stops and potential Metrolink extension		
					O	There is no mention of this type of infrastructure.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2, and a masterplan required in the allocations policy will determine this.	O	There is no mention of this type of infrastructure.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1. This policy / thematic policy could be strenthened by specific reference to tackling deprivation.	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
					O	Cannot be certain that development will affect deprived areas.					Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy
5	Promote equality of opportunity and the elimination of discrimination	5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	+	Policy mentions: Involve high levels of community engagement, including through frequent liaison meetings convened by the landowner and / or developers.	Clarify if the community engagement will be during construction or operation and the purpose of the engagement to identify the opportunities, such as identifying and promoting local employment opportunities.	Yes	Allocation policy already states the development will Involve high levels of community engagement, including through regular liaison meetings convened by the landowner and/or developers. Purpose of this engagement, or stage of development it will be held at is not discussed in the policy. The recommendation is also addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF.	+	Policy mentions: Involve high levels of community engagement, including through regular liaison meetings convened by the landowner and / or developers.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					+	Policy mentions: Involve high levels of community engagement, including through frequent liaison meetings convened by the landowner and / or developers.				+	Policy mentions: Involve high levels of community engagement, including through regular liaison meetings convened by the landowner and / or developers.	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
					O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
					O	Nothing proposed				O	Nothing proposed		
6	Support improved health and wellbeing of the population and reduce health inequalities	6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy references providing high quality walking and cycling routes, incorporating high levels of landscaping, retention or replacement of existing woodland, hedgerows and ponds where possible, maximising biodiversity and mitigate environmental impacts.				++	Policy references providing high quality walking and cycling routes, incorporating high levels of landscaping, retention or replacement of existing woodland, hedgerows and ponds where possible, maximising biodiversity and mitigate environmental impacts.		
					O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
					+	Policy states: incorporating high levels of landscaping, retention or replacement of existing woodland, hedgerows and ponds where possible				+	Policy states: incorporating high levels of landscaping, retention or replacement of existing woodland, hedgerows and ponds where possible		
7	Ensure access to and provision of appropriate social infrastructure	7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No new provision is referred to. Proposal for employment land is unlikely to affect local capacity.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages.	Partially	No changes made to the allocation policy wording. However, as the development is proposed employment land, it is unlikely to provide social infrastructure. The recommendation is addressed by GM-E 5, GM-E 6 & GM-E 7	O	No new provision is referred to. Proposal for employment land is unlikely to affect local capacity.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					O	No new provision is referred to. Proposal for employment land is unlikely to affect local capacity.		Partially			No new provision is referred to. Proposal for employment land is unlikely to affect local capacity.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					O	No new provision is referred to. Proposal for employment land is unlikely to affect local capacity.		Partially			No new provision is referred to. Proposal for employment land is unlikely to affect local capacity.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	No new provision is referred to				O	No new provision is referred to		
					O	No new provision is referred to	Link new employment to the provision of training and education such as apprenticeships	No	No changes made to the allocation policy wording. The recommendation is partly addressed by Thematic Policy GM-E 5.	O	No new provision is referred to	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
9	Promote sustainable modes of transport	9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy makes reference to provision of railway link, highway improvements, high quality walking and cycling routes, access from bus stops and potential Metrolink extension	The policy should make reference to enhancing sustainable transport and consider maximising the benefits from use of the existing facilities.	Partially	Allocation policy has been amended to remove requirement for one single primary vehicular access from the A57. However, the recommendation is addressed by Thematic Policy GM-E 1, GM-G 2, GM-N 4, GM-N 5 & GM-N 7.	++	Policy makes reference to provision of railway link, highway improvements, high quality walking and cycling routes, access from bus stops and potential Metrolink extension	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					++							No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					++							No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
10	Improve air quality	10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	--/+	Site is within 150m of an AQMA but the policy does make reference to improvements to public transport, walking and cycling	Include air quality mitigation and protection. Seek to minimise the number of trips made by private car to / from the site. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 6, GM-N 1, GM-N 3, GM-N 5, GM-G 2, GM-G 6, and a masterplan required in the allocations policy will determine this.	--/+	Site is within 150m of an AQMA but the policy does make reference to improvements to public transport, walking and cycling	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	-/?	The proposed site is adjacent to a priority habitat for deciduous woodland and is located 400 from a site of biological importance. The policy references the need to incorporating high levels of landscaping, retention or replacement of existing woodland, hedgerows and ponds where possible, maximising biodiversity and mitigate environmental impacts.	Make reference to mitigation in the policy. Consider ecological receptors throughout detailed design to reduce risk through construction and operational phases.	Partially	Allocation policy amended to include a minimum 10% net gain in biodiversity from the development. The recommendation is addressed by Thematic Policy GM-G 1, GM-G 2, GM-G 7 and a masterplan required in the allocations policy will determine this	+	The proposed site is adjacent to a priority habitat for deciduous woodland and is located 400 from a site of biological importance. The policy references the need to incorporating high levels of landscaping, retention or replacement of existing woodland, hedgerows and ponds where possible, maximising biodiversity with a minimum 10% net gain and mitigate environmental impacts.	Scoring has been increased from negative to positive.	No further recommendations are made.
					-/?								
					?/+		Make reference to protection and enhancement of green infrastructure	Partially	Allocation policy amended to include a minimum 10% net gain in biodiversity from the development. The recommendation is addressed by Thematic Policy GM-G 1, GM-G 2, GM-G 7 and a masterplan required in the allocations policy will determine this		The proposed site is adjacent to a priority habitat for deciduous woodland and is located 400 from a site of biological importance. The policy references the need to incorporating high levels of landscaping, retention or replacement of existing woodland, hedgerows and ponds where possible, maximising biodiversity with a minimum 10% net gain and mitigate environmental impacts.		No further recommendations are made.
					o								
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	-	Flood vulnerability average/relatively high. The site is within a flood zone with 2% within flood zone 2.	This is covered in thematic policies	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	-	Flood vulnerability average/relatively high. The site is within a flood zone with 2% within flood zone 2.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy..
					-	The site is within a flood zone with 2% within flood zone 2.				-	The site is within a flood zone with 2% within flood zone 2.		
13	Reduce the risk of flooding to people and property	13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+ / ?	Policy makes reference to the provision of landscaping and retainment of existing woodland and hedgerows where possible	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk,				Policy makes reference to the provision of landscaping and retainment of existing woodland and hedgerows where possible	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					+	Policy refers to mitigating the risk of surface water and groundwater flood risk and not adversely affecting the hydrology surrounding the areas of peat/mossland				-	Policy refers to mitigating the risk of surface water and groundwater flood risk and not adversely affecting the hydrology surrounding the areas of peat/mossland		

					+	Policy refers to mitigating the risk of surface water and groundwater flood risk and not adversely affecting the hydrology surrounding the areas of peat/mossland					Policy refers to mitigating the risk of surface water and groundwater flood risk and not adversely affecting the hydrology surrounding the areas of peat/mossland		
14	Protect and improve the quality and availability of water resources	14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	+	Policy refers to protecting the quality of watercourses through and around the site	This is covered in thematic policies	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	+	Policy refers to protecting the quality of watercourses through and around the site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					+	Policy refers to protecting the quality of watercourses through and around the site	This is covered in thematic policies	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	+	Policy refers to protecting the quality of watercourses through and around the site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					+	Policy refers to protecting the quality of watercourses through and around the site	This is covered in thematic policies	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	+	Policy refers to protecting the quality of watercourses through and around the site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Policy makes reference to provision of railway link, highway improvements, high quality walking and cycling routes, access from bus stops and potential Metrolink extension	Make reference to facilitating energy efficiency, including ways it can be increased such as highlighting the benefits of sustainable transport and use of solar panels on large units	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S 2, GM-S 3 & GM-S 4	+	Policy makes reference to provision of railway link, highway improvements, high quality walking and cycling routes, access from bus stops and potential Metrolink extension	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					-/?	No mention of low carbon and renewable energy facilities in policy wording				-/?	No mention of low carbon and renewable energy facilities in policy wording		
					-/?	No mention of low carbon and renewable energy facilities in policy wording				-/?	No mention of low carbon and renewable energy facilities in policy wording		
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: 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				+	Policy states: 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		
					-/+	There are local and national listed buildings nearby to the site. The policy makes reference to preserving the significance of surrounding designated and non-designated heritage assets. The policy also states: Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-G 1, GM-E 2 and a masterplan required in the allocations policy will determine this..	-/+	There are local and national listed buildings nearby to the site. The policy makes reference to preserving the significance of surrounding designated and non-designated heritage assets. The policy also states: Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					O	Not mentioned in the policy				O	Not mentioned in the policy		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					--	Grade 1, 2 and 3 agricultural land. Mostly grade 1	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	No	No changes made to the allocation policy wording. However, the recommendation is addressed within thematic policy GM-G 8 & GM-G 9	--	Grade 1, 2 and 3 agricultural land. Mostly grade 1	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					--	Greenfield	As above	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy.
					o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
					o	No mention in policy	As above	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.		No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Stockport

Bredbury Park

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	O	No housing proposed				O	No housing proposed	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	No housing proposed				O	No housing proposed	No change	
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	O	No housing proposed				O	No housing proposed	No change	
		Support improvements in the energy efficiency and resilience of the housing stock?	O	No mention in policy.				O	No mention in policy.	No change	
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Employment site - 90,000 sqm of B2 and B8 floorspace proposed, in a range of unit sizes.				++	Employment site - 60,000 sqm of B2 and B8 floorspace proposed, in a range of unit sizes.	No change	
		Support education and training to provide a suitable labour force for future growth?	O	No mention in policy, but the development of employment land could result in an increase in education and training for the local workforce	Noted for each site but recognise it would be better dealt with in a thematic policy	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policies GM-P1, GM-E5, GM-E6	O	No mention in policy, but the development of employment land could result in an increase in education and training for the local workforce	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	Existing public transport near by- bus stops. Policy states: Provision of suitable pedestrian, cycle and vehicular access to link the site to Stockport Sports Village.	Policy should mention links to other areas that there will be links to, not only referencing Stockport Sports Village.	Partially	No changes have been made to the policy. The policy does however state improving cycling and walking links to adjacent local communities in Stockport and Tameside. It also requires imporvements to public transport.	++	Existing public transport near by- bus stops. Policy states: Provision of appropriate pedestrian, cycle and public transport access to the site from surrounding residential areas including an improved link from Brinnington over the M60; Provision of pedestrian and cycle access within the site and to link it to Stockport Sports Village and improved cycling and walking links and to adjacent local communities in Stockport and Tameside; Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.	For consistency, and to reflect references to improved access within the policy, scoring has been changed to very positive.	When the framework is read as a whole, no further recommendations are made.
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Provision of suitable pedestrian, cycle and vehicular access to link the site to Stockport Sports Village.				++	Existing public transport near by- bus stops. Policy states: Provision of appropriate pedestrian, cycle and public transport access to the site from surrounding residential areas including an improved link from Brinnington over the M60; Provision of pedestrian and cycle access within the site and to link it to Stockport Sports Village and improved cycling and walking links and to adjacent local communities in Stockport and Tameside; Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.	No change	
		Improve transport connectivity?	++	Policy states: Provision of suitable pedestrian, cycle and vehicular access to link the site to Stockport Sports Village.	Policy should mention links to other areas that there will be links to, not only referencing Stockport Sports Village.	No	No changes have been made to the policy. The policy does however state improving cycling and walking links to adjacent local communities in Stockport and Tameside.	++	Existing public transport near by- bus stops. Policy states: Provision of appropriate pedestrian, cycle and public transport access to the site from surrounding residential areas including an improved link from Brinnington over the M60; Provision of pedestrian and cycle access within the site and to link it to Stockport Sports Village and improved cycling and walking links and to adjacent local communities in Stockport and Tameside; Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	There is no mention of this type of infrastructure.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policies GM-E1 & GM-N2.	O	There is no mention of this type of infrastructure, although it does refer to integrated approach to infrastructure delivery that supports the scale of the whole development.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+ / ?	Cannot be certain that development will affect deprived areas however it will provide further employment in an area of deprivation.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	The recommendation is addressed by thematic policies GM-E1, GM-E4, GM-E5 & GM-P1 .	+ / ?	Cannot be certain that development will affect deprived areas however it will provide further employment in an area of deprivation.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+ / ?	Cannot be certain that development will affect deprived areas however it will provide further employment in an area of deprivation.				+ / ?	Cannot be certain that development will affect deprived areas however it will provide further employment in an area of deprivation.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy..
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	No mention in policy				O	No mention in policy	No change	
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	No mention in policy				O	No mention in policy	No change	
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O / ?	Policy does not mention protected characteristics. It is assumed that it is too high level to affect unprotected characteristics and that this will be considered at design stage.				O / ?	Policy does not mention protected characteristics. It is assumed that it is too high level to affect unprotected characteristics and that this will be considered at design stage.	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	No mention in policy				O	No mention in policy	No change	
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy states: Provision of suitable pedestrian, cycle and vehicular access to link the site to Stockport Sports Village. In addition, it suggests a suitable landscaping scheme needs to be delivered				++	Existing public transport near by- bus stops. Policy states: Provision of appropriate pedestrian, cycle and public transport access to the site from surrounding residential areas including an improved link from Brinnington over the M60; Provision of pedestrian and cycle access within the site and to link it to Stockport Sports Village and improved cycling and walking links and to adjacent local communities in Stockport and Tameside; Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.;	No change	
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	+	Policy states: Suitable landscaping scheme to be delivered to minimise tree loss and mitigate any unavoidable loss of trees and to provide a wildlife corridor linking land to the north and east of the site with the existing wildlife corridor at the southern boundary.				+	Policy states: Suitable landscaping scheme to be delivered to minimise tree loss and mitigate any unavoidable loss of trees and to provide a wildlife corridor linking land to the north and east of the site with the existing wildlife corridor at the southern boundary	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No reference to this in the policy, however an employment site is unlikely to affect local capacity.				O	No reference to this in the policy, however an employment site is unlikely to affect local capacity	No change	
		Ensure sufficient access to educational facilities for all children?	O					O		No change	
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O					O		No change	
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	No new provision is referred to.				O	No new provision is referred to	No change	
		Improve educational and skill levels of the population of working age?	O	No new provision is referred to.			Policy text has been amended to include reference to training and employment opportunities	+	Policy states: Secure an appropriate proportion of training and employment opportunities at all stages of the development for local people, including a Training and Employment Management Plan to be approved by the local authority	Scoring has been increased from neutral to positive	When the framework is read as a whole, no further recommendations are made.
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Provision of suitable pedestrian, cycle and vehicular access to link the site to Stockport Sports Village.	Policy should mention links to other areas that there will be links to, not only referencing Stockport Sports Village.	No	No changes have been made to the policy. The policy does however state improving cycling and walking links to adjacent local communities in Stockport and Tameside.	++	Existing public transport near by- bus stops. Policy states: Provision of appropriate pedestrian, cycle and public transport access to the site from surrounding residential areas including an improved link from Brinnington over the M60; Provision of pedestrian and cycle access within the site and to link it to Stockport Sports Village and improved cycling and walking links and to adjacent local communities in Stockport and Tameside; Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.;	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++	As above				++	As above	No change	
		Support the use of sustainable and active modes of transport?	++	As above				++	As above	No change	
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	Site is not within 500m of AQMA. The policy makes reference to provision of suitable pedestrian, cycle and vehicular access to link the site to Stockport Sports Village.	include air quality mitigation and protection. Seek to minimise the number of trips made by private car to / from the site. Consider the use of mitigation solutions including green infrastructure, incentivising electric vehicles.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policies GM-S2, GM-S6 & GM-G2.	+	Site is not within 500m of AQMA. The policy makes reference to provision of suitable pedestrian, cycle and vehicular access to surrounding area.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	-/?	Site is adjacent to a priority habitat for deciduous woodland, a site of biological importance and a wildlife corridor. The policy states: Suitable landscaping scheme to be delivered to minimise tree loss and mitigate any unavoidable loss of trees and to provide a wildlife corridor linking land to the north and east of the site with the existing wildlife corridor at the southern boundary.	Considered ecological receptors throughout detailed design to reduce risk through construction and operational phases.	Partially	The policy has been amended. To make the following references: Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce scenic quality and distinctiveness particularly of the Tame Valley; Protect and enhance biodiversity interests, securing opportunities to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity' both within Stockport and neighbouring areas; Be designed to minimise any adverse impacts on the remaining Green Belt, including a comprehensive and high quality landscaping scheme (minimising tree loss and mitigating for any unavoidable loss of trees with significant levels of mature tree planting), provision of a wildlife corridor linking land to the north and east of the site with the existing wildlife corridor at the southern boundary and a detailed scheme for external illumination at the site which shows how light pollution will be controlled; In addition, the recommendation is addressed by thematic policies GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10.	+	Site is adjacent to a priority habitat for deciduous woodland, a site of biological importance and a wildlife corridor. Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce scenic quality and distinctiveness particularly of the Tame Valley; Protect and enhance biodiversity interests, securing opportunities to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity' both within Stockport and neighbouring areas; Be designed to minimise any adverse impacts on the remaining Green Belt, including a comprehensive and high quality landscaping scheme (minimising tree loss and mitigating for any unavoidable loss of trees with significant levels of mature tree planting), provision of a wildlife corridor linking land to the north and east of the site with the existing wildlife corridor at the southern boundary and a detailed scheme for external illumination at the site which shows how light pollution will be controlled; Development must be designed to minimise any adverse impacts on the remaining Green Belt, including the use of landscaping and carefully designed buffer zones that will manage the transition, and create strong defensible boundaries at the edge of strategic allocations and the new Green Belt boundary; Suitable landscaping scheme to be delivered to minimise tree loss and mitigate any unavoidable loss of trees and to provide a wildlife corridor linking land to the north and east of the site with the existing wildlife corridor at the southern boundary;	Scoring has been increased from negative & uncertain to positive.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	-/?					+			
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	?/+		Make reference to protection and enhancement of green infrastructure	Partially		?/+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O					O		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	Flood vulnerability relatively low. The site is not in a flood zone Policy states: 7. Ensure provision of suitable and appropriate drainage measures to be achieved through sustainable urban drainage systems, mitigating the impact of potential flood risk both within and beyond the site boundaries.				+	Flood vulnerability relatively low. The site is not in a flood zone.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	The site is not in a flood zone				O	The site is not in a flood zone	No change	
		Ensure adequate measures are in place to manage existing flood risk?	+	The site is adjacent to flood zone 3. The policy includes mitigation stating: Ensure provision of suitable and appropriate drainage measures to be achieved through sustainable urban drainage systems, mitigating the impact of potential flood risk both within and beyond the site boundaries.				+	The site is adjacent to flood zone 3. Policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable urban drainage systems, mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring there are no negative impacts on the water quality of the surrounding watercourses	No change	
		Ensure that development does not increase flood risk due to increased run-off rates?	+	The site is adjacent to flood zone 3. The policy includes mitigation stating: Ensure provision of suitable and appropriate drainage measures to be achieved through sustainable urban drainage systems, mitigating the impact of potential flood risk both within and beyond the site boundaries.				+	The site is adjacent to flood zone 3. Policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable urban drainage systems, mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring there are no negative impacts on the water quality of the surrounding watercourses	No change	
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	The site is adjacent to flood zone 3. The policy includes mitigation stating: Ensure provision of suitable and appropriate drainage measures to be achieved through sustainable urban drainage systems, mitigating the impact of potential flood risk both within and beyond the site boundaries.				+	The site is adjacent to flood zone 3. Policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable urban drainage systems, mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring there are no negative impacts on the water quality of the surrounding watercourses	No change	
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change	
		Promote management practices that will protect water features from pollution?	O	As above				O	As above	No change	
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	Consideration for detailed design and thematic policy				O	Consideration for detailed design and thematic policy	No change	
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Policy states: Provision of suitable pedestrian, cycle and vehicular access to link the site to Stockport Sports Village. No mention of energy use or energy efficiency.	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	The recommendation is addressed by thematic Policy GM-S2, GM-S3 & GM-S4.	+	Existing public transport near by- bus stops. Policy states: Provision of appropriate pedestrian, cycle and public transport access to the site from surrounding residential areas including an improved link from Brinnington over the M60; Provision of pedestrian and cycle access within the site and to link it to Stockport Sports Village and improved cycling and walking links and to adjacent local communities in Stockport and Tameside; Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.;	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention of low carbon and renewable energy facilities in policy wording	Make reference to facilitating energy efficiency	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2 & GM-S3.	-/?	No mention of low carbon and renewable energy facilities in policy wording	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention of low carbon and renewable energy facilities in policy wording				-/?	No mention of low carbon and renewable energy facilities in policy wording	No change	
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: Suitable landscaping scheme to be delivered				+	Policy states: Suitable landscaping scheme to be delivered to minimise tree loss and mitigate any unavoidable loss of trees and to provide a wildlife corridor linking land to the north and east of the site with the existing wildlife corridor at the southern boundary	No change	
		Conserve and enhance the historic environment, heritage assets and their setting?	-	AMGA mapping: Grade II listed building 73m from site boundary (Castle Hill Farmhouse)	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases.	Yes	Changes have been made to the allocation policy wording, including referencing the protection and enhancement of heritage assets. The recommendation is also addressed by thematic Policy GM-G1 & GM-E2.	+	AMGA mapping: Grade II listed building 73m from site boundary (Castle Hill Farmhouse). Policy states: Protect and enhance heritage and archaeological assets and their setting within the surrounding area including the Grade II listed buildings, Castle Hill Farmhouse, Arden Hall and Arden Hall Barn.	Scoring has been increased from negative to positive	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	O	Not mentioned in policy				O	Not mentioned in policy	No change	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+ / -	Agricultural land and some areas of landfill	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	+ / -	Agricultural land and some areas of landfill	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	100% grade 3 (subset of Grade 3 not known, worst case scenario has been assumed)	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	--	100% grade 3 (subset of Grade 3 not known, worst case scenario has been assumed)	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Agricultural land and some areas of landfill	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	--	Agricultural land and some areas of landfill	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--			Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	--		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	Partially	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Former Offerton High School

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 250 new homes				+	Policy states: around 185 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: range of housing types, including provision for older persons' affordable accommodation and custom/self-build.				++	Policy states: Make provision of a minimum of 20% affordable housing on site, providing a range of housing types, including older persons' affordable accommodation and at least 5 custom/self build plots within the site		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Significant transport interventions including making provision for new cycle and footpaths to connect with the existing local network and strategic networks to improve access to Offerton, Stockport and the Goyt Valley				++	Policy states: Provide comprehensive traffic calming on estate roads between the site and Marple Road to mitigate traffic impact; Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.		
		Support improvements in the energy efficiency and resilience of the housing stock?	+	Policy states: provide appropriate access to electric vehicle charging infrastructure and cycle storage		Partially	Allocation policy wording has been changed, including the removal of reference to providing appropriate access to electric vehicle charging infrastructure and cycle storage. However, the recommendation is addressed by thematic Policy GM-S2, GM-S3, GM-S4 & GM-S5	O	No mention in policy	Scoring decreased from positive to neutral / no effect	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	+	Policy states: contribute towards the provision of additional school places and health provision generated by the development. This includes a new SEN school within the site. However this replaces an existing school which is already on the site.	Noted for each site but it would be better dealt with in a thematic policy	Partially	Allocation policy wording has been changed. The recommendation is also addressed by thematic Policy GM-P1, GM-E5, GM-E6	+	Policy states: contribute towards the provision of additional school places and health provision generated by the development. To provide additional SEND places in a new building on the site through expansion of the existing Lisburne School	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	There are existing bus stops which serve the development and the policy proposed significant transport improvements which link it to employment opportunities. The policy states: making provision for new cycle and footpaths to connect with the existing local network and strategic networks to improve access to Offerton, Stockport and the Goyt Valley				++	There are existing bus stops which serve the development and the policy proposed significant transport improvements which link it to employment opportunities. The policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	The policy suggests significant transport infrastructure including: Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs; Provide appropriate access to electric vehicle charging infrastructure and cycle storage; Provide new cycle and footpaths to connect with the existing local network and strategic networks to improve access to Offerton, Stockport and the Goyt Valley.				++	The policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.		
		Improve transport connectivity?	++	The policy suggests significant transport infrastructure including: Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs; Provide appropriate access to electric vehicle charging infrastructure and cycle storage; Provide new cycle and footpaths to connect with the existing local network and strategic networks to improve access to Offerton, Stockport and the Goyt Valley.				++	The policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: consider surface water drainage, grey infrastructure including utilities provision, green infrastructure, superfast broadband and electric vehicle charging points	Consider feasibility study into requirements and ability of local network to support development	Partially	Allocation policy wording has been changed, including the removal of reference to providing appropriate access to electric vehicle charging infrastructure and cycle storage. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2.	O	No mention in policy	Scoring decreased from very positive to neutral / no effect	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O/+	Cannot be certain that development will affect deprived areas. The policy states: Make provision of a minimum of 40% affordable housing on site. This may have a positive contribution to tackling wider inequalities	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Changes have been to the allocation policy wording, including referencing the delivery of a range of dwelling types including affordable housing and older persons affordable accomodation, improving accessibility to the surrounding area, delivering multi functional green infrastructure; providing for new / improvement of existing open space; and contributing towards additional school places and health facilities as appropriate. The recommendation is also addressed by thematic Policy GM-E1, GM-E5, GM-E6 & GM-P1 .	O/+	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O/+	Cannot be certain that development will affect deprived areas. The policy states: Make provision of a minimum of 40% affordable housing on site. This may have a positive contribution to tackling wider inequalities				O/+	The policy states: Make provision of a minimum of 40% affordable housing on site. This may have a positive contribution to tackling wider inequalities	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Not referenced in the policy	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	Allocation policy wording requires development to deliver a range of dwelling types including affordable housing and older persons affordable accomodation. The recommendation is also addressed by thematic Policy GM-E1 and Chapter 9 of the GMSF	O	Policy states: Make provision of a minimum of 20% affordable housing on site, providing a range of housing types, including older persons' affordable accommodation	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	++	The allocation includes the provision of an SEN school				++	The allocation includes the provision of an SEN school	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	+	The allocation includes the provision of an SEN school				+	The allocation includes the provision of an SEN school		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Provide new cycle and footpaths to connect with the existing local network and strategic networks to improve access to Offerton, Stockport and the Goyt Valley. In relation to green infrastructure policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.				++	In relation to walking and cycling policy states: Provide new cycle and footpaths to connect with the existing local network and strategic networks to improve access to Offerton, Stockport and the Goyt Valley. In relation to green infrastructure policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.				++	Policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy states: Contribute towards the provision of additional school places and health provision generated by the development.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording includes reference to a comprehensive masterplan. The recommendation is also addressed by thematic Policy GM-E5 & GM-E6	+	Policy states: Contribute towards the provision of additional school places and health provision generated by the development.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	+	Policy states: contribute towards the provision of additional school places and health provision generated by the development. This includes a new SEN school within the site. However this replaces an existing school which is already on the site.				+	Policy states: contribute towards the provision of additional school places and health provision generated by the development. To provide additional SEND places in a new building on the site through expansion of the existing Lisburne School		
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	Policy states: Improve the existing playing fields within the site through the provision of improved drainage and suitable changing facilities.				+	Policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems.		
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Policy states: contribute towards the provision of additional school places and health provision generated by the development. This includes a new SEN school within the site. However this replaces an existing school which is already on the site.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan. The recommendation is also addressed by thematic Policy GM-E5	++	Policy states: Policy states: contribute towards the provision of additional school places and health provision generated by the development. To provide additional SEND places in a new building on the site through expansion of the existing Lisburne School	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-E4 & GM-E5	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs; Provide appropriate access to electric vehicle charging infrastructure and cycle storage; Provide new cycle and footpaths to connect with the existing local network and strategic networks to improve access to Offerton, Stockport and the Goyt Valley.		Given the greater emphasis on climate change, the policy / thematic policies could be strengthened with regards to climate change.	++	Policy states: Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			
		Support the use of sustainable and active modes of transport?	++					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/-	The site is located within 500m of an AQMA The policy makes reference to provision of public transport improvements and active transport provision	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	Changes have been made to the allocation policy wording, including reference to the provision of green infrastructure within the site. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	+/-	The site is located within 500m of an AQMA The policy makes reference to provision of public transport improvements and active transport provision for a range of suitable and publicly accessible open space and green infrastructure within the site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide opportunities to enhance new and existing wildlife and geological sites?	+/-	The site is directly adjacent to a priority habitat, Local Nature Reserve, site of biological importance and an ancient woodland.	Consider ecological receptors throughout detailed design, especially along the northern boarder to reduce risk throughout construction and operational phases.	No		+/-	The site is directly adjacent to a priority habitat, Local Nature Reserve, site of biological importance and an ancient woodland.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+/-					+/-	The policy states: Protect and enhance biodiversity interests.		

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+/-	The policy states: Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within and between the Goyt Valley section of the ecological corridor, this could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains In relation to green infrastructure the policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.	Integrate green infrastructure throughout the scheme at masterplan stage, especially along the northern border to mitigate from impact on the adjacent habitats	No	The recommendation is addressed by thematic policies GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10.	+/-	through securing measures to improve linkages and habitat value within and between the Goyt Valley section of the ecological corridor, this could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity In relation to green infrastructure the policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O					O		No change has been made to scoring.	
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	-/O	Average to high Flood Vulnerability. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				-/O	Average to high Flood Vulnerability. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	None of the allocation is within flood zone 2 or 3. The river Goyt is located to the north of the site. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	None of the allocation is within flood zone 2 or 3. The river Goyt is located to the north of the site. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.		
		Ensure adequate measures are in place to manage existing flood risk?	+	None of the allocation is within flood zone 2 or 3. The river Goyt is located to the north of the site. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	None of the allocation is within flood zone 2 or 3. The river Goyt is located to the north of the site. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.		
		Ensure that development does not increase flood risk due to increased run-off rates?	+	None of the allocation is within flood zone 2 or 3. The river Goyt is located to the north of the site. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	None of the allocation is within flood zone 2 or 3. The river Goyt is located to the north of the site. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	None of the allocation is within flood zone 2 or 3. The river Goyt is located to the north of the site. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	None of the allocation is within flood zone 2 or 3. The river Goyt is located to the north of the site. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	++	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift. In addition, the policy makes reference to appropriate access to electric vehicle charging infrastructure and cycling storage, to encourage energy efficiency.				++	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift.		
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift. In addition, the policy makes reference to appropriate access to electric vehicle charging infrastructure and cycling storage, to encourage energy efficiency.				+	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift.		
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift. In addition, the policy makes reference to appropriate access to electric vehicle charging infrastructure and cycling storage, to encourage energy efficiency.				+	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift.		
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	++	Policy states: Contribute to the area's special landscape qualities and key sensitivities in line with Policy GGM 8. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement				++	Policy states: Contribute to the area's special landscape qualities and key sensitivities in line with Policy GGM 8. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	The site does not contain a heritage asset. The policy makes no reference to heritage assets				O	The site does not contain a heritage asset. The policy makes no reference to heritage assets		
		Respect, maintain and strengthen local character and distinctiveness?	++	Policy states: Ensure a high quality of design, creating a visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials				++	Policy states: Ensure a high quality of design, creating a visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	+/-	PDL and Greenfields related to existing school				+/-	PDL and Greenfields related to existing school		
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	Grade 3 agricultural land, assumed 3a worse case scenario	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan. The recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	--	Grade 3 agricultural land, assumed 3a worse case scenario	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	+/-	PDL and Greenfields related to existing school	Consider the reuse of existing school buildings on the site	Partially	No changes made to the allocation policy wording. Former OHS site not suitable for education or housing purposes	+/-	PDL and Greenfields related to existing school	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	+/-					+/-		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy Policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Heald Green West

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states up to 850 new dwellings				+	Policy states up to 850 new dwellings	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states a mix of housing types including a provision of affordable housing				++	Policy states a mix of housing types including a provision of affordable housing and provision for older persons' affordable accommodation and at least 9 customer/self build plots within the site	No change	
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	The policy makes reference to the provision of green infrastructure and improved transport connections including: Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area	Make reference to opportunities to sustainably connect the site to employment, town centres and green space.	Partially	Allocation ion policy wording makes reference to provision for suitable and publicly accessible open space and green infrastructure within the site in addition to making provision for the loss of the playing pitches off Outwood Road with suitable changing facilities and allotments and/or community orchard, production of a Travel Plan and enhancements to public transport, direct and high quality pedestrian and cycle routes in the area. The reccomendation is also addressed by thematic policy GM-E2.	+	The policy makes reference to the provision of green infrastructure and improved transport connections including: Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referred to in policy. May be more appropriate to add energy efficiency and resilience considerations to thematic policy on carbon emissions.	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2, GM-S3, GM-S4 & GM-S5	O	Not referred to in policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only	No change	
		Support education and training to provide a suitable labour force for future growth?	++	Policy aims to contribute towards the provision of additional school places within the allocation. May be more appropriate to deal with education and training in thematic policies.	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E5, GM-E6	++	Policy aims to contribute towards the provision of additional school places within the allocation. May be more appropriate to deal with education and training in thematic policies.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	Housing only				O	Housing only	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	Policy states: Make necessary improvements to local highway infrastructure, facilitate appropriate access to the site and incorporate enhancements to public transport.				+	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area	No change	
		Improve transport connectivity?	+	Policy states: Make necessary improvements to local highway infrastructure, facilitate appropriate access to the site and make provision for new cycle and footpaths to connect with existing local network.				+	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	++	Policy mentions an integrated approach to infrastructure delivery including utilities provision.		Partially	Allocation policy wording has been changed, including the removal of reference to infrastructure delivery including utilities provision. The recommendation is also addressed by thematic Policy GM-E1 & GM-N2	O	No mention in policy	Scoring has been decreased from very positive to neutral	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O/+	Cannot be certain that development will affect deprived areas. The policy makes reference to the delivery of affordable housing which will contribute to opportunities for improvements in a range of inequalities	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Changes have been to the allocation policy wording, including referencing the delivery of a range of dwelling types including affordable housing and older persons affordable accommodation, improving accessibility to the surrounding area, delivering multi functional green infrastructure; providing for new / improvement of existing open space; and contributing towards additional school places and health facilities as appropriate. The recommendation is also addressed by thematic policy GM-E1, GM-E5, GM-E6 & GM-P1	O/+	Cannot be certain that development will affect deprived areas. The policy makes reference to the delivery of affordable housing which will contribute to opportunities for improvements in a range of inequalities	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O/+	Cannot be certain that development will affect deprived areas. The policy makes reference to the delivery of affordable housing which will contribute to opportunities for improvements in a range of inequalities				O/+		No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	Allocation policy wording requires development to deliver a range of dwelling types including affordable housing and older persons affordable accommodation. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this; it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this; it is assumed that it is too high level to affect unprotected characteristics	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change	
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy mentions direct and high quality pedestrian and cycle routes, including provision of new cycle and footpaths to connect with existing network. Suitable and publicly accessible open space and green infrastructure is also called for within the site.				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan	No change	
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	+	Greenspace already exists within the site boundary. Policy states: Make provision for suitable and publicly accessible open space and green infrastructure within the site.				+	Policy states: Make provision for suitable and publicly accessible open space and green infrastructure within the site. Make provision to address the loss of playing pitches off Outwood Road and provide suitable changing room facilities; Make provision for allotments and/or community orchard to the south of the residential development area;	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	++	Policy seeks contributions towards additional health provision needs generated by development.				++	Policy seeks contributions towards additional health provision needs generated by development.	No change	
		Ensure sufficient access to educational facilities for all children?	++	Policy seeks contributions towards additional school places within the allocation site along with financial contributions for offsite provision.				++	Policy states: Contribute towards the provision of additional school places within the allocation site together with financial contributions for offsite provision to meet needs generated by the development	No change	
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Policy calls for an improved and/or replacement hall for community uses.				++	Policy calls for an improved and/or replacement hall for community uses.	No change	
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy seeks contributions towards additional school places within the allocation site along with financial contributions for offsite provision.				++	Policy seeks contributions towards additional school places within the allocation site along with financial contributions for offsite provision.	No change	
		Improve educational and skill levels of the population of working age?	O	No mention in policy; would be more appropriate for thematic policies				O	No mention in policy; would be more appropriate for thematic policies	No change	
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Make necessary improvements to local highway infrastructure, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle route. It additional includes measures to promote sustainable travel including the production of a Travel Plan and appointment of a Travel Coordinator.				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan	No change	
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++		No change	
		Support the use of sustainable and active modes of transport?	++					++		No change	
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	Site is not within 150m of AQMA and does include walking and cycling. The site additionally borders a rail station and policy seeks to enhance public transport.	Include AQ mitigation and protection	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2, GM-S6 & GM-G2	+	Site is not within 150m of AQMA and does include walking and cycling. The site additionally borders a rail station and policy seeks to enhance public transport.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance	Provide opportunities to enhance new and existing wildlife and geological sites?	+	Site is located adjacent to a wildlife corridor. Policy seeks to protect and enhance biodiversity interests through securing measures to improve linkages and habitat value within the site, in order to achieve				+	Policy states: Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within the site, this could be through retaining and enhancing existing	No change	
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+					+		No change	

11	Biodiversity, green infrastructure and geodiversity assets	Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++	biodiversity net gains. Policy also seeks provision for suitable and publicly accessible open space and green infrastructure within the site.				++	landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity	No change	
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+		Include specific reference to recreation, amenity and tranquillity opportunities and access to these areas.	Yes	Allocation policy wording makes provision for suitable and publicly accessible open space and green infrastructure within the site, The recommendation is also addressed by thematic policy GM-G9 & GM-G10	+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	Flood vulnerability is relatively low to average. Policy ensures provision of suitable and appropriate drainage measures to be delivered through sustainable drainage systems. These include recycling, green roofs, water butts and permeable surfaces.	This is covered in thematic policies.			+	Flood vulnerability is relatively low to average. Policy ensures provision of suitable and appropriate drainage measures to be delivered through sustainable drainage systems. These include recycling, green roofs, water butts and permeable surfaces.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	Site is not in a flood zone. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	Site is not in a flood zone. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change	
		Ensure adequate measures are in place to manage existing flood risk?	+	Site is not in a flood zone. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	Site is not in a flood zone. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change	
		Ensure that development does not increase flood risk due to increased run-off rates?	+	Site is not in a flood zone. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	Site is not in a flood zone. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change	
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	Site is not in a flood zone. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	Site is not in a flood zone. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change	
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.	No change	
		Promote management practices that will protect water features from pollution?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.	No change	
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.	No change	
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Policy aims to improve public transport in addition to provision for new cycle and pedestrian routes to connect with the local network, including the rail station.	Make reference to low carbon and renewable energy, and ways in which energy efficiency can be increased.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2, GM-S3 & GM-S4.	+	Policy aims to improve public transport in addition to provision for new cycle and pedestrian routes to connect with the local network, including the rail station.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	No mention in policy				O	No mention in policy	No change	
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	Policy includes access to electric vehicle charging infrastructure.			Policy wording has been amended to remove a reference to electric vehicle charging infrastructure.	O	Policy includes access to electric vehicle charging infrastructure.	Scoring has been decreased from positive to neutral	
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	The majority of the site is within a landscape character area. Policy aims to contribute to the area's special landscape qualities and key sensitivities in line with Policy GGM8. It states that development should restore positive landscape characteristics.				+	The majority of the site is within a landscape character area. Policy aims to contribute to the area's special landscape qualities and key sensitivities in line with Policy GGM8. It states that development should restore positive landscape characteristics.	No change	
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no listed buildings on the site.			Policy wording has been amended to protext and enhance heritage and archeological assets.	+	There are no listed buildings on the site. Policy wording states: Protect and enhance heritage and archaeological assets and their setting within the surrounding area.	Scoring has increased from neutral to positive	
		Respect, maintain and strengthen local character and distinctiveness?	+	Policy calls for development to restore features that reinforce the scenic quality and distinctiveness of the area.				+	Policy calls for development to restore features that reinforce the scenic quality and distinctiveness of the area.	No change	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	-	Site is split between Grade 3 agricultural and Urban land classification. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.				-	Site is split between Grade 3 agricultural and Urban land classification. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	No change	
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	-	Site is split between Grade 3 agricultural and Urban land classification. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	Research needed into agricultural land quality and how impacts can be avoided/minimised	Partially	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan. The recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	-	Site is split between Grade 3 agricultural and Urban land classification. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	-	Site is split between Grade 3 agricultural and Urban land classification. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	Encourage reuse of derelict land, properties, etc.	Partially	Changes have been made to the allocation policy wording, including reference to a comprehensive masterplan. The recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	-	Site is split between Grade 3 agricultural and Urban land classification. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	-	Site is split between Grade 3 agricultural and Urban land classification. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.				-	Site is split between Grade 3 agricultural and Urban land classification. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy GM-S2 and S7.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S2 and S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).			o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Heald Green East

			2019					2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states up to 850 new homes on the site.				+	Policy states up to 850 new dwellings. Policy states that this figure includes the 325 units already granted permission on the land owned by the Seashell Trust		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states a range of housing types including a provision of affordable housing.				++	Policy states a mix of housing types including a provision of affordable housing and provision for older persons' affordable accommodation and the provision of at least 7 custom/self build plots		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Policy references delivery of a local centre to provide retail, and green infrastructure as part of integrated approach to infrastructure delivery.				++	The policy makes reference to the provision of green infrastructure and improved transport connections including: Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referred to in policy. May be more appropriate to add energy efficiency and resilience considerations to thematic policy on carbon emissions.				O	Not referred to in policy.		
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	No mention of employment sites				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	++	Policy aims to contribute towards the provision of additional school places within the allocation. May be more appropriate to deal with education and training in thematic policies.	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E5, GM-E6	++	Policy aims to contribute towards the provision of additional school places within the allocation.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	No mention of employment sites				O	Housing only		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Make necessary improvements to local highway infrastructure, facilitate appropriate access to the site and incorporate enhancements to public transport. This includes pedestrian and cycle routes, delivery of a new railway station at Stanley Green, in addition to park and ride provision alongside the development of the new station to serve as a transport interchange.				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area		
		Improve transport connectivity?	++	Policy states: Make necessary improvements to local highway infrastructure, facilitate appropriate access to the site and new provision for cycle and footpaths to connect to the existing network. Delivery of a new railway station at Stanley Green includes park and ride provision to function as transport interchange between road, rail and bus.				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	++	Policy mentions an integrated approach to infrastructure delivery including utilities provision.		Partially	Allocation policy wording has been changed, including the removal of reference to infrastructure delivery including utilities provision. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2.	O	No mention in policy	Scoring has been decreased from very positive to neutral	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits arising from construction and operational employment and transport enhancement should consider deprived areas and create long-term impact	Partially	The recommendation is also addressed by thematic policies GM-E1, GM-E5, GM-E6 & GM-P1 .	O	Cannot be certain that development will affect deprived areas. The policy makes reference to the delivery of affordable housing which will contribute to opportunities for improvements in a range of inequalities	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.			O		No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed		Partially	Allocation policy wording requires development to deliver a range of dwelling types including affordable housing and older persons affordable accommodation. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.			O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this; it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this; it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy mentions enhancements of pedestrian and cycle routes, including provision of new cycle and footpaths to connect with existing network. Suitable and publicly accessible open space and green infrastructure is also called for within the site.				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	+	Greenspace exists less than 70m from the site boundary; multiple greenspace areas around the site. Policy states: Make provision for suitable and publicly accessible open space and green infrastructure within the site.				+	Policy states: Make provision for suitable and publicly accessible open space and green infrastructure within the site.		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	++	Policy seeks contributions towards additional health provision needs generated by development.	Ensure provision is accessible to all and that capacity is considering during master planning	Partially	Allocation policy wording includes reference to a comprehensive masterplan, it also states that development will be required to contribute to additional school places and health and community facilities. The recommendation is also addressed by thematic policy GM-E5, GM-E6 & GM-E7	++	Policy seeks contributions towards additional health provision needs generated by development.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy seeks contributions towards additional school places in regard to need generated by development.				++	Policy states: Contribute towards the provision of additional school places within the allocation site together generated by the development	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	Policy seeks appropriate contribution towards provision of new community facilities.				+	Policy calls for an improved and/or replacement hall for community uses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy seeks contributions towards additional school places in regard to need generated by the development.				++	Policy seeks contributions towards additional school places within the allocation site		
		Improve educational and skill levels of the population of working age?	O	No mention in policy; would be more appropriate for thematic policies.				O	No mention in policy; would be more appropriate for thematic policies		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Make necessary improvements to local highway infrastructure, facilitate appropriate access to the site and incorporate enhancements to public transport, including pedestrian and cycle routes. A new railway station and associated park and ride provision will act as a transport interchange between road, rail and bus. Policy additionally includes measures to promote sustainable travel including the production of a Travel Plan and appointment of a Travel Coordinator.				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			
		Support the use of sustainable and active modes of transport?	++					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	- / +	AQMA runs along the site's eastern border along A34. However, policy states that development should be designed to mitigate the impact of poor air quality within acceptable limits.	Include AQ mitigation and protection	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2, GM-S6 & GM-G2	-/+	Site is not within 150m of AQMA and does include walking and cycling. The site additionally borders a rail station and policy seeks to enhance public transport.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	Site boundary includes priority habitats. Policy seeks to protect and enhance biodiversity interests through securing opportunities to achieve net gains. Policy also seeks provision for suitable and publicly accessible open space and green infrastructure within the site.				+	Policy states: Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within the site, this could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains in line with Policy GM-G 10 'A Net Enhancement of Biodiversity and Geodiversity		
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+					+				
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++					++				
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O		Include specific reference to recreation, amenity and tranquillity opportunities and access to these areas.	Partially	The recommendation is addressed by thematic policies GM-G2, GM-Strat 13, GM-E7, GM-G9 & GM-G10	O		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	Flood vulnerability is relatively low. Policy ensures provision of suitable and appropriate drainage measures to be delivered through sustainable drainage systems. These include rainwater recycling, green roofs, water butts and permeable surfaces.	Design should include mitigation for high temperature events.	Partially	Policy wording states a comprehensive masterplan is required. The recommendation is also addressed by thematic policies GM-S2, GM-S4 & GM-S5	+	Flood vulnerability is relatively low to average. Policy ensures provision of suitable and appropriate drainage measures to be delivered through sustainable drainage systems. These include recycling, green roofs, water butts and permeable surfaces.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	o	Site is not in a flood zone				O	Site is not in a flood zone. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.		
		Ensure adequate measures are in place to manage existing flood risk?	o	Site is not in a flood zone				O	Site is not in a flood zone. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.		
		Ensure that development does not increase flood risk due to increased run-off rates?	o	Site is not in a flood zone				O	Site is not in a flood zone. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	o	Site is not in a flood zone				O	Site is not in a flood zone. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.		
		Promote management practices that will protect water features from pollution?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Policy aims to improve public transport in addition to provision for new cycle and pedestrian routes to connect with the local network, as well as a new rail station. Policy also includes access to electric vehicle charging infrastructure.	Make reference to low carbon and renewable energy, and ways in which energy efficiency can be increased.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policies GM-S2, GM-S3 & GM-S4.	+	Policy aims to improve public transport in addition to provision for new cycle and pedestrian routes to connect with the local network, including the rail station.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-	No mention in policy		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policies GM-S2 & GM-S3.	-	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	Policy includes access to electric vehicle charging infrastructure.				+	Policy includes access to electric vehicle charging infrastructure.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	The site is almost entirely within a landscape character area. Policy aims to contribute to the area's special landscape qualities and key sensitivities in line with Policy GGM8. It states that development should restore positive landscape characteristics and make provision for open space.				+	The majority of the site is within a landscape character area.		
		Conserve and enhance the historic environment, heritage assets and their setting?	+	There are 2 listed buildings/structures adjacent to the site. Policy seeks to reflect the ht local characteristics and key sensitivities.	Consider heritage assets in policy and ensure protection / enhancement	Yes	Changes have been made to the allocation policy wording, including referencing the protection and enhancement of heritage assets. The recommendation is also addressed by thematic Policy GM-G1 & GM-E2.	+	There are no listed buildings on the site. Policy states: Protect and enhance heritage and archaeological assets and their setting within the surrounding area including the Grade II listed structures Griffin Farm and Stanley Hall Farm	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	+	Policy calls for development to restore features that reinforce the scenic quality and distinctiveness of the area.				+	Policy calls for development to restore features that reinforce the scenic quality and distinctiveness of the area.		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	-	Site is primarily Grade 3 agricultural land classification with urban along the eastern edge. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	Encourage brownfield development over greenfield	Partially	Allocation policy wording references a comprehensive masterplan. The recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	-	Site is split between Grade 3 agricultural and Urban land classification. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	-	Site is primarily Grade 3 agricultural land classification with urban along the eastern edge. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	Research needed into agricultural land quality and how impacts can be avoided/minimised	Partially	Allocation policy wording references a comprehensive masterplan. The recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	-	Site is split between Grade 3 agricultural and Urban land classification. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	-	Site is primarily Grade 3 agricultural land classification with urban along the eastern edge. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	Encourage reuse of derelict land, properties, etc.	Partially	Allocation policy wording references a comprehensive masterplan. The recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	-	Site is split between Grade 3 agricultural and Urban land classification. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	-	Site is primarily Grade 3 agricultural land classification with urban along the eastern edge. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	Encourage reuse of derelict land, properties, etc.	Partially	Allocation policy wording references a comprehensive masterplan. The recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	-	Site is split between Grade 3 agricultural and Urban land classification. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

High Lane

			2019					2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states up to 500 new homes on the site.				+	Policy states up to 500 new homes on the site.	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states a range of housing types including a provision of affordable housing.				++	Policy states a range of housing types including a provision of affordable housing and provision for older persons' affordable accommodation	No change	
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Policy references green infrastructure as part of integrated approach to infrastructure delivery.	Make reference to opportunities to sustainably connect the site to employment, town centres and green space.	Yes	Allocation policy wording makes reference to significant transport interventions including making provision for new cycle and footpaths to connect with the existing local network and making provision for suitable and publicly accessible open space and green infrastructure within the site	+	Policy states: Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan; Make provision for suitable and publicly accessible open space and green infrastructure within the site; Make provision for new cycle and footpaths to connect with the existing local network, including routes to/from the Middlewood Way, ensuring that existing routes within and across the site are retained;	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referred to in policy.	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, recommendation is also addressed by thematic Policy GM-S2, GM-S3, GM-S4 & GM-S5	O	Not referred to in policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only	No change	
		Support education and training to provide a suitable labour force for future growth?	++	Policy aims to contribute towards the provision of additional school places within the allocation. May be more appropriate to deal with education and training in thematic policies.	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E4, GM-E5	++	Policy aims to contribute towards the provision of additional school places within the allocation.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	Housing only				O	Housing only	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Make necessary improvements to local highway infrastructure, facilitate appropriate access to the site and incorporate enhancements to public transport. This includes pedestrian and cycle routes, contributions to high quality bus waiting facilities, and possible development of a new railway station at High Lane.				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; including contributions to high quality bus waiting facilities on the A6 and to possible development of a new railway station at High Lane, to be agreed with Network Rail and other appropriate bodies	No change	
		Improve transport connectivity?	++	Policy states: Make necessary improvements to local highway infrastructure, facilitate appropriate access to the site and new provision for cycle and footpaths to connect to the existing network. Policy includes possible development of a new railway station at High Lane.				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; including contributions to high quality bus waiting facilities on the A6 and to possible development of a new railway station at High Lane, to be agreed with Network Rail and other appropriate bodies	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	++	Policy mentions an integrated approach to infrastructure delivery including utilities provision.			Allocation policy wording has been changed, including the removal of reference to providing appropriate access to utilities provision. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	O	Not referred to in policy.	Scoring has been decreased from very positive to neutral / no effect	No further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O/+	Cannot be certain that development will affect deprived areas. The policy makes reference to the provision of affordable housing which could contribution to opportunities for improvements in a range of inequalities.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Changes have been to the allocation policy wording, including referencing the delivery of a range of dwelling types including older persons affordable accommodation, improving accessibility to the surrounding area, delivering multi functional green infrastructure; providing for new / improvement of existing open space; and contributing towards additional school places and health facilities as appropriate. The recommendation is also addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1 . This policy / thematic policy could be strengthened through specific reference to tackling deprivation.	O/+	Cannot be certain that development will affect deprived areas. The policy makes reference to the provision of affordable housing which could contribution to opportunities for improvements in a range of inequalities.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O/+					O/+		No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	Allocation policy wording requires development to deliver a range of dwelling types including affordable housing and older persons affordable accommodation. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	O	Policy states: range of dwelling types including affordable housing and older persons affordable accommodation	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this; it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this; it is assumed that it is too high level to affect unprotected characteristics	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change	
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy mentions enhancements of pedestrian and cycle routes, including provision of new cycle and footpaths to connect with existing network. Suitable and publicly accessible open space and green infrastructure is also called for within the site.				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; including contributions to high quality bus waiting facilities on the A6 and to possible development of a new railway station at High Lane, to be agreed with Network Rail and other appropriate bodies	No change	
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	+	Greenspace exists 75m from the site boundary. Policy states: Make provision for suitable and publicly accessible open space and green infrastructure within the site.				+	Greenspace exists 75m from the site boundary. Policy states: Make provision for suitable and publicly accessible open space and green infrastructure within the site.	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	++	Policy seeks contributions towards additional health provision needs generated by development.	Ensure provision is accessible to all and that capacity is considering during master planning	Partially	Allocation policy wording makes reference to a comprehensive masterplan. The recommendation is also addressed by thematic policy GM-E5, GM-E6 & GM-E7	++	Policy states: Contribute towards the provision of additional school places and health provision generated by the development	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Contribute towards the provision of additional school places and health provision generated by the development				++	Policy states: Contribute towards the provision of additional school places and health provision generated by the development	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	Policy seeks appropriate contribution towards provision of new community facilities.				+	Policy states: Make an appropriate contribution towards the provision of new community facilities in the High Lane area	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Contribute towards the provision of additional school places and health provision generated by the development				++	Policy states: Contribute towards the provision of additional school places and health provision generated by the development	No change	
		Improve educational and skill levels of the population of working age?	O	No mention in policy; would be more appropriate for thematic policies.				O	No mention in policy	No change	
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Make necessary improvements to local highway infrastructure, facilitate appropriate access to the site and incorporate enhancements to public transport, including pedestrian and cycle routes. It additionally includes measures to promote sustainable travel including the production of a Travel Plan and appointment of a Travel Coordinator.				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; including contributions to high quality bus waiting facilities on the A6 and to possible development of a new railway station at High Lane, to be agreed with Network Rail and other appropriate bodies	No change	
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++		No change	
		Support the use of sustainable and active modes of transport?	++					++		No change	
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	- / +	Site is within an AQMA along Buxton Road. However, policy includes provision for new cycle and footpaths, as well as public transport improvements.	Include AQ mitigation and protection	Yes	Allocation policy wording makes reference to the provision of green infrastructure and sustainable travel within the site. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	- / +	Site is within an AQMA along Buxton Road. However, policy includes provision for new cycle and footpaths, as well as public transport improvements.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	Site is located adjacent to a wildlife corridor, sites of biological importance, and priority habitats. Policy seeks to protect and enhance biodiversity interests through securing measures to improve linkages and habitat value within the site, in order to achieve biodiversity net gains. Policy also seeks provision for suitable and publicly accessible open space and green infrastructure within the site.				+	Site is located adjacent to a wildlife corridor, sites of biological importance, and priority habitats. Policy seeks to protect and enhance biodiversity interests through securing measures to improve linkages and habitat value within the site, in order to achieve biodiversity net gains. Policy also seeks provision for suitable and publicly accessible open space and green infrastructure within the site.	No change	
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+					+		No change	
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++					++		No change	
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+		Include specific reference to recreation, amenity and tranquillity opportunities and also access to these areas.	No	The recommendation is also addressed by thematic policy GM-G2 and GM Strat 13	+		No change	When the framework is read as a whole, no further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	Flood vulnerability is relatively low to average. Policy ensures provision of suitable and appropriate drainage measures to be delivered through sustainable drainage systems. These include rainwater recycling, green roofs, water butts and permeable surfaces.	Design should include mitigation for high temperature events.	Yes	Allocation policy wording makes reference to a comprehensive masterplan and green infrastructure. The recommendation is also addressed by thematic Policy GM-S2, GM-S4 & GM-S5. Given the greater emphasis on climate change, it is considered that the policy could be more specific regarding climate change.	+	Flood vulnerability is relatively low to average. Policy ensures provision of suitable and appropriate drainage measures to be delivered through sustainable drainage systems. These include rainwater recycling, green roofs, water butts and permeable surfaces.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	Site is not in a flood zone				o	Site is not in a flood zone	No change	
		Ensure adequate measures are in place to manage existing flood risk?	O	Site is not in a flood zone				o	Site is not in a flood zone	No change	
		Ensure that development does not increase flood risk due to increased run-off rates?	O	Site is not in a flood zone				o	Site is not in a flood zone	No change	
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	Site is not in a flood zone				o	Site is not in a flood zone	No change	
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.	No change	
		Promote management practices that will protect water features from pollution?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.	No change	
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.	No change	
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Policy aims to improve public transport in addition to provision for new cycle and pedestrian routes to connect with the local network, in addition to a new rail station.	Make reference to low carbon and renewable energy, and ways in which energy efficiency can be increased.	Partially	Allocation policy wording makes reference to a comprehensive masterplan and Design Code and to the enhancements of pedestrian and cycling links to encourage sustainable modes of transport. The recommendation is also addressed by thematic Policy GM-S2, GM-S3 & GM-S4	+	Policy aims to improve public transport in addition to provision for new cycle and pedestrian routes to connect with the local network, in addition to a new rail station.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	No mention in policy				O	No mention in policy	No change	
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	Policy includes access to electric vehicle charging infrastructure.				+	Policy includes access to electric vehicle charging infrastructure.	No change	
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	The site is entirely within a landscape character area. Policy aims to contribute to the area's special landscape qualities and key sensitivities in line with Policy GGM8. It states that development should restore positive landscape characteristics and make provision for open space.				+	The site is entirely within a landscape character area. Policy aims to contribute to the area's special landscape qualities and key sensitivities in line with Policy GGM8. It states that development should restore positive landscape characteristics and make provision for open space.	No change	
		Conserve and enhance the historic environment, heritage assets and their setting?	+	There are 2 listed buildings/structures adjacent to the site and more in the wider area. Policy seeks to reflect the local characteristics and key sensitivities.	Consider heritage assets in policy and ensure protection / enhancement	Yes	Changes have been made to the allocation policy wording, including referencing the protection and enhancement of heritage assets. The recommendation is also addressed by thematic Policy GM-G1 & GM E2	+	There are 2 listed buildings/structures adjacent to the site and more in the wider area. Policy states: Protect and enhance heritage and archaeological assets and their setting within the surrounding area including the Grade II listed structures Marsden House, Mile Post at the junction of Buxton Road and Middlewood Road, Macclesfield Canal Bridges Nos. 11 and 12 and the Macclesfield Canal Conservation Area	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	+	Policy calls for development to restore features that reinforce the scenic quality and distinctiveness of the area.				+	Policy calls for development to restore features that reinforce the scenic quality and distinctiveness of the area.	No change	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	-	Site is primarily Grade 3 agricultural land classification with Grade 4 along the eastern edge. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	Encourage brownfield development over greenfield	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	-	Site is primarily Grade 3 agricultural land classification with Grade 4 along the eastern edge. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	-	Site is primarily Grade 3 agricultural land classification with Grade 4 along the eastern edge. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	Research needed into agricultural land quality and how impacts can be avoided/minimised	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	-	Site is primarily Grade 3 agricultural land classification with Grade 4 along the eastern edge. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	-	Site is primarily Grade 3 agricultural land classification with Grade 4 along the eastern edge. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	Encourage reuse of derelict land, properties, etc.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	-	Site is primarily Grade 3 agricultural land classification with Grade 4 along the eastern edge. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	-	Site is primarily Grade 3 agricultural land classification with Grade 4 along the eastern edge. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	-	Site is primarily Grade 3 agricultural land classification with Grade 4 along the eastern edge. Policy states that development must be designed to minimise any adverse impacts on the remaining Green Belt.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Hyde Bank Meadows

			2019					2020			
Ref	Objective	Assessment criteria….will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 250 new homes				+	Policy states: around 250 new homes	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: range of housing types, including provision for older persons' affordable accommodation and custom/self-build.				++	Policy states: range of housing types, including provision for older persons' affordable accommodation and custom/self-build.	No change	
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Significant transport interventions including making provision for new cycle and footpaths to connect with the existing local network, including links to Romiley centre, Romiley Station, and to Oakwood Road				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area, including Compstall Road, utilising and improving the existing pedestrian link from Tangshutt Fields;	No change	
		Support improvements in the energy efficiency and resilience of the housing stock?	+	Policy states: provide appropriate access to electric vehicle charging infrastructure and cycle storage			Allocation policy wording has been changed, including the removal of reference to access to electric vehicle charging infrastructure and cycle storage	O	Not referred to in policy.	Scoring has been decreased from positive to neutral / no effect	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only	No change	
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: contribute towards the provision of additional school places and health provision generated by the development.				++	Policy states: contribute towards the provision of additional school places and health provision generated by the development.	No change	
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	There are existing bus stops and a train station which serve the development and the policy proposed significant transport improvements which link it to employment opportunities.				++	There are existing bus stops and a train station which serve the development and the policy proposed significant transport improvements which link it to employment opportunities.	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	The policy suggests significant transport infrastructure including: Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs; Provide appropriate access to electric vehicle charging infrastructure and cycle storage; Make provision for new cycle and footpaths to connect with the existing local network, including links to Romiley centre, Romiley Station, and to Oakwood Road.				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area, including Compstall Road, utilising and improving the existing pedestrian link from Tangshutt Fields; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.;	No change	
		Improve transport connectivity?	++	As above				++	As above	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: consider surface water drainage, grey infrastructure including utilities provision, green infrastructure, superfast broadband and electric vehicle charging points	Consider feasibility study into requirements and ability of local network to support development	Partially	Allocation policy wording has been changed, including the removal of reference to infrastructure delivery including utilities provision. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	O	Policy states: Be preceded by a comprehensive masterplanning exercise agreed by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development	Scoring has been decreased from very positive to neutral	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas. The policy makes provision for affordable housing which could contribute to tackling wider inequalities	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Changes have been to the allocation policy wording, including referencing the delivery of a range of dwelling types including affordable housing and older persons affordable accommodation, improving accessibility to the surrounding area and contributing towards additional school places and health facilities as appropriate. The recommendation is also addressed by thematic policy GM-E1, GM-E5, GM-E6 & GM-P1	O	Cannot be certain that development will affect deprived areas. The policy makes provision for affordable housing which could contribute to tackling wider inequalities	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas. The policy makes provision for affordable housing which could contribute to tackling wider inequalities				O	Cannot be certain that development will affect deprived areas. The policy makes provision for affordable housing which could contribute to tackling wider inequalities	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation should encourage integration within existing communities and should provide a range of housing tenures	Partially	Allocation policy wording requires development to deliver a range of dwelling types including affordable housing and older persons affordable accommodation. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	O	Policy states: range of housing types, including provision for older persons' affordable accommodation and custom/self-build.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change	
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Make provision for new cycle and footpaths to connect with the existing local network, including links to Romiley centre, Romiley Station, and to Oakwood Road. In relation to green infrastructure policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.				++	In relation to walking and cycling policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area, including Compstall Road, utilising and improving the existing pedestrian link from Tangshutt Fields; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.	No change	
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	++	Policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.			Allocation policy wording has been changed, including the removal of reference to provision for a range of suitable and publicly accessible open space and green infrastructure within the site.	++	Policy states: In addition to improvements to pitches, improvements should be made to the existing play area to the south of the pitches in agreement with the Local Planning Authority; Make improvements to the allotments and woodland area within the site boundary but which are to be retained within the Green Belt;	No change	When the framework is read as a whole, no further recommendations are made.
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy states: Contribute towards the provision of additional school places and health provision generated by the development.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages		Allocation policy wording includes reference to a comprehensive masterplan. The recommendation is also addressed by thematic policy GM-E5 & GM-E6	+	Policy states: Contribute towards the provision of additional school places and health provision generated by the development.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	+	Policy states: Contribute towards the provision of additional school places and health provision generated by the development.				+	Policy states: Contribute towards the provision of additional school places and health provision generated by the development.	No change	
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	+	Policy states: Improve the existing playing fields within the site through the provision of improved drainage and suitable changing facilities.				+	Policy states: Improve the existing playing fields within the site through the provision of improved drainage and suitable changing facilities.	No change	
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	+	Policy states: Contribute towards the provision of additional school places and health provision generated by the development.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages		Allocation policy wording includes reference to a comprehensive masterplan. The recommendation is also addressed by thematic policy GM-E5 & GM-E6	+	Policy states: Contribute towards the provision of additional school places and health provision generated by the development.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy	No change	
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Make provision for new cycle and footpaths to connect with the existing local network, including links to Woodley Station and across the adjacent canal to the existing towpath and on to Haughton Dale Nature Reserve; Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs; provide appropriate access to electric vehicle charging infrastructure and cycle storage.				++	Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area, including Compstall Road, utilising and improving the existing pedestrian link from Tangshutt Fields; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.	No change	
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++		No change	
		Support the use of sustainable and active modes of transport?	++					++		No change	
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	The site is not located within 500m of an AQMA The policy makes reference to provision of public transport improvements and active transport provision	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	Allocation policy wording makes reference to the provision of public transport improvements and active transport provision. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	+	The site is not located within 500m of an AQMA Policy states: Make improvements to local transport infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area, including Compstall Road, utilising and improving the existing pedestrian link from Tangshutt Fields; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide opportunities to enhance new and existing wildlife and geological sites?	+	Within the site there is a small section of priority habitat	Consider ecological receptors throughout detailed design, especially along the western border to reduce risk throughout construction and operational phases.	Yes		+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+	Within the site there is a small section of priority habitat. The policy states: Link up habitats to enhance the role of the Goyt valley as a wildlife corridor; Protect and enhance biodiversity interests, securing opportunities to achieve biodiversity net gains			Allocation policy wording includes reference to a comprehensive masterplan and to the protection and enhancement of biodiversity interests, through securing measures to improve linkages and habitat value. Allocation wording referring to the provision for a range of suitable and publicly accessible open space and green infrastructure within the site has been removed.The recommendation is also addressed by thematic policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10	+	Within the site there is a small section of priority habitat. The policy states: Link up habitats to enhance the role of the Goyt valley as a wildlife corridor; Protect and enhance biodiversity interests, securing opportunities to achieve biodiversity net gains		
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+	In relation to green infrastructure the policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.	Integrate green infrastructure throughout the scheme at masterplan stage	Partially		O		Scoring has been decreased from very positive to neutral	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O					O		No change	
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	Average to high Flood Vulnerability. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	Average to high Flood Vulnerability. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	None of the allocation is within flood zone 2 or 3. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	None of the allocation is within flood zone 2 or 3. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change	
		Ensure adequate measures are in place to manage existing flood risk?	+	None of the allocation is within flood zone 2 or 3. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	None of the allocation is within flood zone 2 or 3. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change	
		Ensure that development does not increase flood risk due to increased run-off rates?	+	None of the allocation is within flood zone 2 or 3. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	None of the allocation is within flood zone 2 or 3. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change	
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	None of the allocation is within flood zone 2 or 3. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	None of the allocation is within flood zone 2 or 3. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change	
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change	
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change	
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.	No change	
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	++	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift. In addition, the policy makes reference to appropriate access to electric vehicle charging infrastructure and cycling storage, to encourage energy efficiency.				++	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift.	No change	
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift. In addition, the policy makes reference to appropriate access to electric vehicle charging infrastructure and cycling storage, to encourage energy efficiency.				+	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift.	No change	
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift. In addition, the policy makes reference to appropriate access to electric vehicle charging infrastructure and cycling storage, to encourage energy efficiency.				+	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift.	No change	
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	++	Policy states: Contribute to the area's special landscape qualities and key sensitivities in line with Policy GGM 8. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement				++	Policy states: Contribute to the area's special landscape qualities and key sensitivities in line with Policy GGM 8. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness	No change	
		Conserve and enhance the historic environment, heritage assets and their setting?	O	The site does not contain a heritage asset. To the south of the site is Peak Forest Canal Conservation Area The policy makes no reference to heritage assets				O	The site does not contain a heritage asset. To the south of the site is Peak Forest Canal Conservation Area Policy states: Protect and enhance heritage and archaeological assets and their setting within the surrounding area.	No change	
		Respect, maintain and strengthen local character and distinctiveness?	++	Policy states: Ensure a high quality of design, creating a visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials				++	Policy states: Ensure a high quality of design, creating a visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials	No change	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	Urban	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	--	Urban	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield		Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Woodford Aerodrome

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 700 new homes				+	Policy states: 750 new homes	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: range of housing types, including provision for older persons' affordable accommodation and custom/self-build.				++	Policy states: range of housing types, including provision for older persons' affordable accommodation and at least 11 custom/self-build plots.	No change	
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Transport interventions including making provision for further delivery and enhancement of cycleway and footpaths to connect with the existing local network.				+	Transport interventions including making provision for further delivery and enhancement of cycleway and footpaths to connect with the existing local network.	No change	
		Support improvements in the energy efficiency and resilience of the housing stock?	+	Policy states: provide appropriate access to electric vehicle charging infrastructure and cycle storage	Make specific reference to energy efficiency of the housing stock	Partially	Changes have been made to the allocation policy wording, including referencing a comprehensive masterplan. However, specific reference to electric vehicle charing points and cycle storage have been removed. The recommendation is also addressed by thematic Policy GM-S2, GM-S3, GM-S4 & GM-S5	O	Policy states: Be preceded by a comprehensive masterplanning exercise approved by the Local Planning Authority, which establishes a clear phasing strategy as part of an integrated approach to infrastructure delivery that supports the scale of the whole development;	Scoring has been decreased from positive to neutral	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only	No change	
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: Contribute towards the provision of additional school places generated by the development by facilitating the provision of a further 1 FE to the new primary school proposed to be located on the wider site, together with an appropriate contribution to secondary school provision.	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E4, GM-E5	++	Policy states: Contribute towards the provision of additional school places generated by the development by facilitating the provision of a further one form entry to the new primary school already proposed to be located on the wider site, together with an appropriate contribution to secondary school provision and health provision generated by the development;	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	There are existing bus stops which serve the development and the policy proposed transport improvements which link it to employment opportunities. The policy states: make provision for further delivery and enhancement of cycleway and footpaths to connect with the existing local network.				++	There are existing bus stops which serve the development and the policy proposed transport improvements which link it to employment opportunities. Policy states: Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan; Make provision for upgraded cycle and footpaths within the site and new cycle and footpaths to connect with the existing local network; Accommodate and contribute to the delivery of a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site, including stops, either segregated from or with priority over other road users;	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	The policy suggests significant transport infrastructure including: Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs; Provide appropriate access to electric vehicle charging infrastructure and cycle storage; Make provision for further delivery and enhancement of cycleway and footpaths to connect with the existing local network; Accommodate and contribute to the delivery of a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary				++	The policy suggests significant transport infrastructure. Policy states: Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan; Make provision for upgraded cycle and footpaths within the site and new cycle and footpaths to connect with the existing local network; Accommodate and contribute to the delivery of a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site, including stops, either segregated from or with priority over other road users;	No change	
		Improve transport connectivity?	++	The policy suggests significant transport infrastructure including: Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs; Provide appropriate access to electric vehicle charging infrastructure and cycle storage; Make provision for further delivery and enhancement of cycleway and footpaths to connect with the existing local network; Accommodate and contribute to the delivery of a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary				++	The policy suggests significant transport infrastructure. Policy states: Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan; Make provision for upgraded cycle and footpaths within the site and new cycle and footpaths to connect with the existing local network; Accommodate and contribute to the delivery of a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site, including stops, either segregated from or with priority over other road users;	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: consider surface water drainage, grey infrastructure including utilities provision, green infrastructure, superfast broadband and electric vehicle charging points	Consider feasibility study into requirements and ability of local network to support development	Partially	Allocation policy wording has been changed, including the removal of reference to infrastructure delivery including utilities provision. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	O	No mention in policy	Scoring has been decreased from very positive to neutral	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Changes have been to the allocation policy wording, including referencing the delivery of a range of dwelling types including older persons affordable accommodation, improving accessibility to the surrounding area, delivering multi functional green infrastructure; providing for new / improvement of existing open space; and contributing towards additional school places as appropriate. The recommendation is also addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the	Foster good relations between different people?	+	The policy states: Provide new community facilities including additional sporting facilities and an improved or replacement community hall.	The allocation should encourage integration within existing communities and should provide a range of housing tenures	Partially	Allocation policy wording requires development to deliver a range of dwelling types including affordable housing and older persons affordable accommodation and contribute to local community facilities. The recommendation is also addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	+	The policy states: Provide new community facilities including additional sporting facilities and an improved or replacement community hall	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	The policy states: Provide new community facilities including additional sporting facilities and an improved or replacement community hall.				O	The policy states: Provide new community facilities including additional sporting facilities and an improved or replacement community hall.	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.

	elimination of discrimination	Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics.				O	Policy does not mention protected characteristics. It is assumed that the policy is too high level to affect protected characteristics.	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.	No change	
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Make provision for further delivery and enhancement of cycleway and footpaths to connect with the existing local network. In relation to green infrastructure policy states: Make provision for suitable and publicly accessible open space and green infrastructure within the site.				++	In relation to walking and cycling policy states: Include meaeures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan; Make provision for upgraded cycle and footpaths within the site and new cycle and footpaths to connect with the existing local network In relation to green infrastructure policy states: Make provision for suitable and publicly accessible open space and green infrastructure within the site.	No change	
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	++	Policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.				++	Policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy makes reference to contributing toward health provision	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording includes reference to a comprehensive masterplan, it also states that development will be required to contribute to additional school places and health and community facilities. The recommendation is also addressed by thematic policy GM-E5 & GM-E6	+	Policy makes reference to contributing toward health provision	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Contribute towards the provision of additional school places generated by the development by facilitating the provision of a further 1 FE to the new primary school proposed to be located on the wider site, together with an appropriate contribution to secondary school provision.				++	Policy states: Contribute towards the provision of additional school places generated by the development by facilitating the provision of a further one form entry to the new primary school already proposed to be located on the wider site, together with an appropriate contribution to secondary school provision and health provision generated by the development;	No change	
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Policy states: provide new community facilities including additional sporting facilities and an improved or replacement community hall.				++	Policy states: provide new community facilities including additional sporting facilities and an improved or replacement community hall.	No change	
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Contribute towards the provision of additional school places generated by the development by facilitating the provision of a further 1 FE to the new primary school proposed to be located on the wider site, together with an appropriate contribution to secondary school provision.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Allocation policy wording includes reference to a comprehensive masterplan, it also states that development will be required to contribute to additional school places and health and community facilities. The recommendation is also addressed by thematic policy GM-E5 & GM-E6	++	Policy states: Contribute towards the provision of additional school places generated by the development by facilitating the provision of a further one form entry to the new primary school already proposed to be located on the wider site, together with an appropriate contribution to secondary school provision and health provision generated by the development;	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy	No change	
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Make necessary improvements to local highway infrastructure to mitigate for the impact of the development, facilitate appropriate access to the site and incorporate enhancements to public transport, direct and high quality pedestrian and cycle routes in the area; Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan. Travel Plans could include measures such as public transport vouchers and access to car clubs; Provide appropriate access to electric vehicle charging infrastructure and cycle storage; Make provision for further delivery and enhancement of cycleway and footpaths to connect with the existing local network; Accommodate and contribute to the delivery of a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary				++	The policy suggests significant transport infrastructure. Policy states: Include measures to promote sustainable travel including production of a Travel Plan and appointment of a Travel Coordinator to develop, implement and monitor the Travel Plan; Make provision for upgraded cycle and footpaths within the site and new cycle and footpaths to connect with the existing local network; Accommodate and contribute to the delivery of a bus rapid transit route through the site, including provision of suitable entry/exit points at the site boundary and a high quality busway through the site, including stops, either segregated from or with priority over other road users;	No change	
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++		No change	
		Support the use of sustainable and active modes of transport?	++					++		No change	
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	The site is not located within 500m of an AQMA The policy makes reference to provision of public transport improvements and active transport provision	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	Changes have been made to the allocation policy wording, including reference to the provision of green infrastructure within the site. The recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	+	The site is not located within 500m of an AQMA The policy makes reference to provision of public transport improvements and active transport provision	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+	The site is directly adjacent to priority habitats for deciduous woodlands The policy states: Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within and between the Goyt Valley section of the ecological corridor, this could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains In relation to green infrastructure the policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.	Consider ecological receptors throughout detailed design, to reduce risk throughout construction and operational phases.	Partially	The recommendation is addressed by thematic policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10	+	The site is directly adjacent to priority habitats for deciduous woodlands The policy states: Protect and enhance biodiversity interests, through securing measures to improve linkages and habitat value within and between the Goyt Valley section of the ecological corridor, this could be through retaining and enhancing existing landscape and natural features (e.g. trees, hedgerow, watercourses, water bodies, pollination species and priority habitats) in order to achieve biodiversity net gains In relation to green infrastructure the policy states: Make provision for a range of suitable and publicly accessible open space and green infrastructure within the site.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+					+		No change	
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+		Integrate green infrastructure throughout the scheme at masterplan stage, to mitigate from impact on the adjacent habitats	Partially		+		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	O					O		No change	

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	-/O	Relatively low Flood Vulnerability. The policy states: ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				-/O	Relatively low Flood Vulnerability. The policy states: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+	The southern side of the site is in flood zone 3. As such the policy reflects this stating: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk, this is especially relevant to the south of the site in flood zone 3	Yes	The recommendation is addressed by thematic policy GM-S5	+	The southern side of the site is in flood zone 3. As such the policy reflects this stating: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	+	The southern side of the site is in flood zone 3. As such the policy reflects this stating: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	The southern side of the site is in flood zone 3. As such the policy reflects this stating: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	+	The southern side of the site is in flood zone 3. As such the policy reflects this stating: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	The southern side of the site is in flood zone 3. As such the policy reflects this stating: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+	The southern side of the site is in flood zone 3. As such the policy reflects this stating: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.				+	The southern side of the site is in flood zone 3. As such the policy reflects this stating: Ensure provision of suitable and appropriate drainage measures, to be delivered through sustainable drainage systems. Surface water should be managed as close to its source as possible and on the surface where practicable to do so. Measures such as rainwater recycling, green roofs, water butts and permeable surfaces will be encouraged mitigating the impact of potential flood risk both within and beyond the site boundaries, whilst ensuring potential is minimised for urban diffuse pollution to affect the surrounding watercourses and water bodies.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change	
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change	
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.	No change	
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	++	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift. In addition, the policy makes reference to appropriate access to electric vehicle charging infrastructure and cycling storage, to encourage energy efficiency.				++	Reference in policy to cycling and walking and the creation of a Travel Plan	No change	
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift. In addition, the policy makes reference to appropriate access to electric vehicle charging infrastructure and cycling storage, to encourage energy efficiency.				+	Reference in policy to cycling and walking and the creation of a Travel Plan	No change	
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	Reference in policy to cycling and walking and the need for Travel Plans to create a modal shift. In addition, the policy makes reference to appropriate access to electric vehicle charging infrastructure and cycling storage, to encourage energy efficiency.				+	Reference in policy to cycling and walking and the creation of a Travel Plan	No change	

16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	++	Policy states: Contribute to the area's special landscape qualities and key sensitivities in line with Policy GGM 8. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness, having specific regard to the Stockport LCA and Landscape Sensitivity study, GM and National Character Area Opportunity statement				++	Policy states: Contribute to the area's special landscape qualities and key sensitivities in line with Policy GM-G 1 'Valuing Important Landscapes'. Development should restore positive landscape characteristics and features that reinforce the scenic quality and distinctiveness;	No change	
		Conserve and enhance the historic environment, heritage assets and their setting?	-	There are three listed buildings in the north of the site including Garden Wall to the north and east of New Hall Farm and New Hall Cottage, New Hall Farmhouse and New Hall Cottage, Barn to south east of New Hall Farmhouse The policy makes no reference to heritage assets	Ensure that the policy makes reference to integrating the existing listed buildings into the new scheme.	Yes	Changes have been made to the allocation policy wording, including referencing the protection and enhancement of heritage assets. The recommendation is also addressed by thematic policy GM-G1 & GM-E2	-	There are three listed buildings in the north of the site including Garden Wall to the north and east of New Hall Farm and New Hall Cottage, New Hall Farmhouse and New Hall Cottage, Barn to south east of New Hall Farmhouse The policy states: Protect and enhance heritage and archaeological assets and their setting within the surrounding area including the Grade II* listed New Hall Farm House and New Hall Cottage, and the Grade II listed structures Garden Wall to North and East of New Hall Farm and New Hall Cottage, Barn to South East of New Hall Farmhouse, Old Hall Farm and Barn at Old Hall Farm	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	++	Policy states: Ensure a high quality of design, creating a visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials				++	Policy states: Ensure a high quality of design, creating a visually attractive development, which establishes a strong sense of place by means of architecture, layout, landscaping and materials	No change	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	++	Brownfield and PDL land				++	Brownfield and PDL land	No change	
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	Grade 3 agricultural land, assumed 3a worse case scenario	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF.	--	Grade 3 agricultural land, assumed 3a worse case scenario	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	++/?	Brownfield and PDL land. No reference in the policy to the reuse of existing buildings.				++/?	Brownfield and PDL land. No reference in the policy to the reuse of existing buildings.	No change	
		Support reductions in land contamination through the remediation and reuse of previously developed land?	++	Brownfield and PDL land.				++	Brownfield and PDL land.	No change	
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy				o		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Tameside

Ashton Moss West

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	O	Employment only policy				O	Employment only policy		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	Employment only policy				O	Employment only policy		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Reference in policy to connecting to existing residential sites: Create a safe, walkable and green development which promotes active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, cycle routes and public transport connections.	Policy should make specific reference to connecting residential areas, employment land, centres and green space.	Partially	Allocation policy point 16 has been amended to enhance the connectivity of exisiting communities to key assets including schools and public transport. There is no explict mention of connecting residential areas and employment land.	+	Reference in policy to connecting to existing residential sites: Create a safe, walkable and green development which promotes active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, cycle routes and public transport connections.	No change to scoring	No further recommendations are made.
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Employment only policy				O	Employment only policy		
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Policy states: deliver approximately 175,000 sqm of employment space, primarily within the B1b, B1c and B2 use classes				++	Policy states: deliver approximately 160,000 sqm of employment space, primarily within the B1b, B1c and B2 use classes		
		Support education and training to provide a suitable labour force for future growth?	O	Not referenced in policy	Policy should make reference to education and training for local people as well as local employment	Yes	Allocation policy has been amended to to support employment, education and training opportunities to benefit local communities. The recommendation is adequately covered by GM-E 5.	++	Policy states: Ensure employment, education and training opportunities are available for local residents within the local area people both through the construction phases and upon completion	Scoring has been increased from no effect to very positive for consistency between allocation policies	No further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	The policy is serviced by an existing metrolink and bus stops Policy states: Create a safe, walkable and green development which promotes active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, cycle routes and public transport connections.				++	The policy is serviced by an existing metrolink and bus stops Policy states: Create a safe, walkable and green development which promotes active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, cycle routes and public transport connections.		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	Policy states: Provide access to the site from the A6140 Lord Sheldon Way, including key road junctions and off-site highway improvements; Create a safe, walkable and green development which promotes active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, cycle routes and public transport connections.	The policy should highlight opportunities for public transport access into the site.	Yes	Allocation policy amended to add the potential opportunity for a future rail station with active travel.The recommendation is adequately covered by GM-N 3.	++	Policy states: Ensure highways are designed to accommodate access to the rail line to the northern boundary and land is set aside in that location to potentially accommodate provision for a future rail station (new) and ensure active travel is promoted to be the most attractive form of local transport through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways with existing public rights of way and the sustainable travel route along the sites western edge	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Improve transport connectivity?	+	Policy states: Provide access to the site from the A6140 Lord Sheldon Way, including key road junctions and off-site highway improvements; Create a safe, walkable and green development which promotes active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, cycle routes and public transport connections.	The policy should highlight opportunities for public transport access into the site.	Yes	Allocation policy amended to add the potential opportunity for a future rail station with active travel.The recommendation is adequately covered by GM-N 3.	++	Policy states: Ensure highways are designed to accommodate access to the rail line to the northern boundary and land is set aside in that location to potentially accommodate provision for a future rail station (new) and ensure active travel is promoted to be the most attractive form of local transport through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways with existing public rights of way and the sustainable travel route along the sites western edge	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: an integrated approach to infrastructure that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, superfast broadband and electric vehicle charging points			The references to surface water drainage, grey infrastructure, utilities provision, broadband and EV charging points have been removed from the allocation policy text	++	Policy states: an integrated approach to infrastructure that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, superfast broadband and electric vehicle charging points	No change to the scoring	No further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	+	The policy makes reference to create employment opportunities for local people, which would likely reduce deprivation in these areas	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas. Policy should make reference to education and training for local people as well as local employment	Yes	Allocation policy amended to support employment, education and training opportunities to benefit local communities.	++	The policy makes reference to create employment opportunities for local people, which would likely reduce deprivation in these areas	Scoring has been increased from positive to very positive for consistency between allocation policies	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	+	The policy makes reference to create employment opportunities for local people, which would likely reduce deprivation in these areas				++	The policy makes reference to create employment opportunities for local people, which would likely reduce deprivation in these areas	Scoring has been increased from positive to very positive for consistency between allocation policies	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed				O	Nothing proposed		
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				O	Nothing proposed	No change to the scoring	It is considered that accessibility is integrated into an appropriate Thematic policy .
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy states: Create a safe, walkable and green development which promotes active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, cycle routes and public transport connections. Policy also makes reference to providing green infrastructure and landscape, specifying: Make provision for high quality public realm and the potential for accessible public open space, for example: natural space and amenity space in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees; and				++	Policy states: Create a safe, walkable and green development which promotes active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, cycle routes and public transport connections. Policy also makes reference to providing green infrastructure and landscape, specifying: Make provision for high quality public realm and the potential for accessible public open space, for example: natural space and amenity space in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees.		
		Reduce health inequalities within GM and with the rest of England?	+	The policy makes reference to walking and cycling.				+	The policy makes reference to walking and cycling.		
		Promote access to green space?	++	Policy makes reference to providing green infrastructure and landscape, specifying: Make provision for high quality public realm and the potential for accessible public open space, for example: natural space and amenity space in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees; and				++	Policy makes reference to providing green infrastructure and landscape, specifying: Make provision for high quality public realm and the potential for accessible public open space, for example: natural space and amenity space in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees.		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	Not referenced in policy	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to allocations policy. The recommendation is also addressed by GM-E 5, GM-E 6 & GM-E 7.	O	Policy states: Ensure the character of, and interface between, new and existing development including surrounding residential dwellings and gardens, are sensitively designed and acknowledged by development proposals and be designed to enhance connectivity to existing communities in the locale alongside key assets such as schools, cycle and walking routes, public transport services and Daisy Nook Country Park	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	O	Not referenced in policy				O	Not referenced in policy		
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	Not referenced in policy				O	Not referenced in policy		
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	Not referenced in policy				O	Not referenced in policy		
		Improve educational and skill levels of the population of working age?	O	No mention in policy	Policy should make reference to education and training for local people as well as local employment	Yes	Allocation policy amended to support employment, education and training opportunities to benefit local communities.	++	Policy states: Ensure employment, education and training opportunities are available for local residents within the local area people both through the construction phases and upon completion	Scoring has been increased from neutral to very positive for consistency between allocation policies	No further recommendations are made.
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	Policy states: Create a safe, walkable and green development which promotes active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, cycle routes and public transport connections.	The policy should highlight opportunities for public transport access into the site.	Yes	Allocation policy amended to add the potential opportunity for a future rail station with active travel.The recommendation is adequately covered by GM-N 3.	++	Policy states: Ensure highways are designed to accommodate access to the rail line to the northern boundary and land is set aside in that location to potentially accommodate provision for a future rail station (new) and ensure active travel is promoted to be the most attractive form of local transport through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways with existing public rights of way and the sustainable travel route along the sites western edge	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+			Yes	Allocation policy amended to add the potential opportunity for a future rail station with active travel.The recommendation is adequately covered by GM-N 3.	++		Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Support the use of sustainable and active modes of transport?	++					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/--	There is an AQMA that runs to the east of the site The policy states: Create a safe, walkable and green development which promotes active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, cycle routes and public transport connections.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors. This is especially important to buffer the AQMA along the east of the site	Partially	No changes to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2, GM-S6 & GM-G2.	+/--	There is an AQMA that runs to the east of the site The policy states: Create a safe, walkable and green development which promotes active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, cycle routes and public transport connections.	No change has been made to scoring.	No further recommendations are made.
		Provide opportunities to enhance new and existing wildlife and geological sites?	O		Consider ecological receptors throughout detailed design to reduce			O		No change has been made to scoring.	It is considered that reference to biodiversity net gain could be reitntroduced into the policy.

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	O	Risk and opportunity with nearby ecology receptors: to the north of the site there is a priority habitat and Hollinwood Branch Canal which is an SSSI, SBI and a Local Nature Reserve Policy states: Seek biodiversity net gain and make provision for high quality public realm and the potential for accessible public open space, for example: natural space and amenity space in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees	risk throughout construction and operational phases. This is especially important in relation to the nearby designations to the north. The policy should make explicit reference to the designations that are present on site, and highlighted how they will be protected.	Partially	Allocation policy amended to remove reference to biodiversity net gain.There is no explict reference to the designations to the north of the site within the allocation policy.	O	Risk and opportunity with nearby ecology receptors: to the north of the site there is a priority habitat and Hollinwood Branch Canal which is an SSSI, SBI and a Local Nature Reserve Policy states: Make provision for high quality public realm and the potential for accessible public open space, for example: natural space and amenity space in accordance with the council's most up to date open space review	No change has been made to scoring.	It is considered that reference to biodiversity net gain could be reitntroduced into the policy.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+					+			
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	+					+			
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	Climate change vulnerability: Average Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk	This is covered within the thematic policies	Partially	The reference to flood risk, energy efficiency and resilient to the effects of climate change has been removed from the allocation policy. However, the recommendation is addressed by Thematic Policy GM-S 5.	?	Climate change vulnerability: Average There is no reference to flood risk, energy efficiency or being resilient to the effects of climate change within the allocation policy.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	Allocation is not in a flood zone. Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk.	Partially	The reference to flood risk, energy efficiency and resilient to the effects of climate change has been removed from the allocation policy. However, the recommendation is addressed by Thematic Policy GM-S 5.	?	Allocation is not in a flood zone. There is no reference to flood risk, energy efficiency or being resilient to the effects of climate change within the allocation policy.	No change has been made to scoring.	It is considered that the final masterplan for the site could consider the impact of increasing flood risk off-site.
		Ensure adequate measures are in place to manage existing flood risk?	O	Allocation is not in a flood zone. Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk.	Partially	The reference to flood risk, energy efficiency and resilient to the effects of climate change has been removed from the allocation policy. However, the recommendation is addressed by Thematic Policy GM-S 5.	?	Allocation is not in a flood zone. There is no reference to flood risk, energy efficiency or being resilient to the effects of climate change within the allocation policy.	No change has been made to scoring.	It is considered that the final masterplan for the site could consider the impact of increasing flood risk off-site.
		Ensure that development does not increase flood risk due to increased run-off rates?	O	Allocation is not in a flood zone. Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk.	Partially	The reference to flood risk, energy efficiency and resilient to the effects of climate change has been removed from the allocation policy. However, the recommendation is addressed by Thematic Policy GM-S 5.	?	Allocation is not in a flood zone. There is no reference to flood risk, energy efficiency or being resilient to the effects of climate change within the allocation policy.	No change has been made to scoring.	It is considered that the final masterplan for the site could consider the impact of increasing flood risk off-site.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	Allocation is not in a flood zone. Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk.	Partially	The reference to flood risk, energy efficiency and resilient to the effects of climate change has been removed from the allocation policy. However, the recommendation is addressed by Thematic Policy GM-S 5.	?	Allocation is not in a flood zone. There is no reference to flood risk, energy efficiency or being resilient to the effects of climate change within the allocation policy.	No change has been made to scoring.	It is considered that the final masterplan for the site could consider the impact of increasing flood risk off-site.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within the thematic policies	Partially	The reference to flood risk, energy efficiency and resilient to the effects of climate change has been removed from the allocation policy. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	It is considered that the final masterplan for the site could consider the impact of increasing flood risk off-site.
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within the thematic policies	Partially	The reference to flood risk, energy efficiency and resilient to the effects of climate change has been removed from the allocation policy. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	It is considered that the final masterplan for the site could consider the impact of increasing flood risk off-site.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within the thematic policies	Partially	The reference to flood risk, energy efficiency and resilient to the effects of climate change has been removed from the allocation policy. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	It is considered that the final masterplan for the site could consider the impact of increasing flood risk off-site.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	++	Reference in policy to cycling and walking In addition, the policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	The reference to energy efficiency has been removed from the allocation policy	+	Reference in policy to cycling and walking	No change has been made to scoring.	It is considered that the final masterplan for the site could consider energy efficiency practices.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+	Reference in policy to cycling and walking In addition, the policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport		The reference to energy efficiency has been removed from the allocation policy	+	Reference in policy to cycling and walking	No change has been made to scoring.	It is considered that the final masterplan for the site could consider energy efficiency practices.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	Reference in policy to cycling and walking In addition, the policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport		The reference to energy efficiency has been removed from the allocation policy	+	Reference in policy to cycling and walking	No change has been made to scoring.	It is considered that the final masterplan for the site could consider energy efficiency practices.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: Make provision for high quality public realm and the potential for accessible public open space, for example: natural space and amenity space in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees				+	Policy states: Make provision for high quality public realm and the potential for accessible public open space, for example: natural space and amenity space in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets on the site The policy does not make reference to heritage assets.				O	There are no heritage assets on the site The policy does not make reference to heritage assets.		
		Respect, maintain and strengthen local character and distinctiveness?	O	Not referenced in policy				O	Not referenced in policy		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield in agricultural use	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield in agricultural use	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	87.8% of Grade 3 (subset of Grade 3 not known, worst case scenario has been assumed)	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within by thematic policy GM-G 8 & GM-G 9	--	87.8% of Grade 3 (subset of Grade 3 not known, worst case scenario has been assumed)	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed within Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield				--	Greenfield		
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	Partially	No changes made to the allocation policy wording. However, the recommendation is somewhat addressed by Thematic Policy GM-S 7. However to strengthen the policy it is considered that specific reference should be made.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).		No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Godley Green Garden Village

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	Policy states: a minimum of 2,350 new homes				++	Policy states: around 2,350 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: new homes across a range of types and tenures including: apartments, starter homes, extra care provision through to larger family homes				++	Policy states: new homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Policy makes reference to connections with a local hub offering a range of community and retail facilities. In addition, the policy refers to access to flexible workspace around Hattersley Train Station and provision for a wide range of open space				++	Policy makes reference to connections with a local hub offering a range of community and retail facilities. In addition, the policy refers to access to flexible workspace around Hattersley Train Station and provision for a wide range of open space		
		Support improvements in the energy efficiency and resilience of the housing stock?	+	Policy states: Provide an energy efficient development	Make specific reference to energy efficiency of the housing stock	Partially	The reference to energy efficiency has been removed from the allocation policy. The recommendation is addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	O	Nothing proposed	Scoring has decreased from positive to neutral due to a policy wording change	It is considered that for development of this scale, energy efficiency could be referenced directly.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Policy states: Establish two villages each served by a local hub offering a range of community and retail facilities and exploit the cultural and leisure opportunities presented				++	Policy states: Establish two villages each served by a local hub offering a range of community and retail facilities and exploit the cultural and leisure opportunities presented		
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: provide appropriate developer contributions towards education				++	Policy states: provide appropriate developer contributions towards education		
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	Policy states: Provide access into the site from the A560 Mottram Old Road for all forms of transport, a pedestrian/cycle bridge connecting to Hattersley train station.				++	Policy states: Provide access into the site from the A560 Mottram Old Road for all forms of transport, a pedestrian/cycle bridge connecting to Hattersley train station.		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Provide access into the site from the A560 Mottram Old Road for all forms of transport, a pedestrian/cycle bridge connecting to Hattersley train station and appropriate contributions to any offsite transport improvements. In addition, promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Trans-Pennine Trail and Werneth Low Country Park				++	Policy states: Provide access into the site from the A560 Mottram Old Road for all forms of transport, a pedestrian/cycle bridge connecting to Hattersley train station and appropriate contributions to any offsite transport improvements. In addition, promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Trans-Pennine Trail and Werneth Low Country Park		
		Improve transport connectivity?	++	Policy states: Provide access into the site from the A560 Mottram Old Road for all forms of transport, a pedestrian/cycle bridge connecting to Hattersley train station and appropriate contributions to any offsite transport improvements. In addition, promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Trans-Pennine Trail and Werneth Low Country Park				++	Policy states: Provide access into the site from the A560 Mottram Old Road for all forms of transport, a pedestrian/cycle bridge connecting to Hattersley train station and appropriate contributions to any offsite transport improvements. In addition, promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Trans-Pennine Trail and Werneth Low Country Park		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: an integrated approach to infrastructure that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, superfast broadband and electric vehicle charging points		Partially	Allocation policy amended to remove reference to surface water drainage, grey infrastructure, utilities provision, broadband and EV charging points. However, the recommendation is addressed by thematic policy GM-E 1 & GM-N 2	O	Policy states: an integrated and coordinated approach to infrastructure to support the whole development will be taken	Scoring has decreased from very positive to neutral due to policy wording change	It is considered that the final masterplan for the site could consider infrastructure such as EV charging.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Allocation policy amended to ensure employment, education and training opportunities are available for residents within the local area both through the construction phases and upon completion, as well as ensuring active travel is promoted within local communities . The recommendation is also addressed by GM-E 1, GM-E 4, GM-E 5 & GM-P	++	Cannot be certain that development will affect deprived areas.	Scoring has improved from neutral/no effect to very positive for consistency between allocation policies	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				++	Cannot be certain that development will affect deprived areas.	Scoring has improved from neutral/no effect to very positive for consistency between allocation policies	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Yes	Allocation policy amended to reference engagement with the local community, the Council and other appropriate stakeholders. Policy point 2 also highlights the need for different types and tenures of homes within the allocation. The recommendation is also addressed by GM-E 1 and Chapter 9 of the GMSF.	+	Policy states: 4. 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	Scoring has improved from neutral/no effect to positive for consistency between allocation policies	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				+	Policy states: 2. Deliver homes across a range of types and tenures in accordance with the Council's most up to date housing needs assessment. Policy also states that the the proposed bridge over the rail line is now accessible to all users	Scoring has improved from neutral/no effect to positive for consistency between allocation policies	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy states: promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Trans-Pennine Trail and Werneth Low Country Park. Policy also makes reference to providing green infrastructure and landscape, specifying: Protect, manage and enhance the SBI's of Werneth Brook and Brookfold Wood and key landscape features such as mature trees, hedgerows, ponds and watercourses. In addition, make provision for a range of accessible public open spaces, for example: parks and gardens, natural space, amenity space, play provision and allotments				++	Policy states: promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Trans-Pennine Trail and Werneth Low Country Park. Policy also makes reference to providing green infrastructure and landscape, specifying: Protect, manage and enhance the SBI's of Werneth Brook and Brookfold Wood and key landscape features such as mature trees, hedgerows, ponds and watercourses. In addition, make provision for a range of accessible public open spaces, for example: parks and gardens, natural space, amenity space, play provision and allotments		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Policy makes reference to providing green infrastructure and landscape, specifying: Protect, manage and enhance the SBI's of Werneth Brook and Brookfold Wood and key landscape features such as mature trees, hedgerows, ponds and watercourses. In addition, make provision for a range of accessible public open spaces, for example: parks and gardens, natural space, amenity space, play provision and allotments				++	Policy makes reference to providing green infrastructure and landscape, specifying: Protect, manage and enhance the SBI's of Werneth Brook and Brookfold Wood and key landscape features such as mature trees, hedgerows, ponds and watercourses. In addition, make provision for a range of accessible public open spaces, for example: parks and gardens, natural space, amenity space, play provision and allotments		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy states: provide appropriate developer contributions towards health	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to allocations policy. The recommendation is also addressed by GM-E 5, GM-E 6 & GM-E 7.	+	Policy states: provide appropriate developer contributions towards health	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	+	Policy states: provide appropriate developer contributions towards Education				+	Policy states: provide appropriate developer contributions towards Education		
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Policy states: Establish two villages each served by a local hub offering a range of community and retail facilities and exploit the cultural and leisure opportunities presented. In addition, the policy makes reference to making provision for a range of accessible public open spaces.				++	Policy states: Establish two villages each served by a local hub offering a range of community and retail facilities and exploit the cultural and leisure opportunities presented. In addition, the policy makes reference to making provision for a range of accessible public open spaces.		
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	+	Policy states: Policy states: provide appropriate developer contributions towards Education				+	Policy states: Policy states: provide appropriate developer contributions towards Education		
		Improve educational and skill levels of the population of working age?	O	No mention in policy				+	Policy states: Ensure employment, education and training opportunities are available for residents within the local area, both through construction phases and ipon completions	Scoring has improved from neutral to positive for consistency between allocation policies	
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Trans-Pennine Trail and Werneth Low Country Park.				++	Policy states: promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Trans-Pennine Trail and Werneth Low Country Park.		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			
		Support the use of sustainable and active modes of transport?	++					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/-	No AQMAs around, but extensive number of homes is likely to generate some trips which may affect AQ at local sensitive receptors The policy states: promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Trans-Pennine Trail and Werneth Low Country Park.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	No changes to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-S2, GM-S6 & GM-G2.	+/?	No AQMAs around, but extensive number of homes is likely to generate some trips which may affect AQ at local sensitive receptors The policy states: promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Trans-Pennine Trail and Werneth Low Country Park.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
	Conserve and	Provide opportunities to enhance new and existing wildlife and geological sites?	+/-	Risk and opportunity with nearby ecology receptors: SACs within 15km: South Pennine Moors (5.662 km); Rochdale Canal (9.259 km); Habitat: Deciduous woodland; Lowland meadows; Additional habitats.				+/-	Risk and opportunity with nearby ecology receptors: SACs within 15km: South Pennine Moors (5.662 km); Rochdale Canal (9.259 km); Habitat: Deciduous woodland; Lowland meadows; Additional habitats.		
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+/-					+/-			
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++	Policy states: Make provision for a range of accessible public open spaces, for example: parks and gardens, natural space, amenity				++	Policy states: Make provision for a range of accessible public open		

11	enhance biodiversity, green infrastructure and geodiversity assets	Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	++	space, play provision and allotments in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees. Policy states: Seek biodiversity net gain Policy states: Protect, manage and enhance the SBI's of Werneth Brook and Brookfold Wood and key landscape features such as mature trees, hedgerows, ponds and watercourses				++	spaces, for example: parks and gardens, natural space, amenity space, play provision and allotments in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees. Policy states: Protect, manage and enhance the SBI's of Werneth Brook and Brookfold Wood and key landscape features such as mature trees, hedgerows, ponds and watercourses		
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	Site is has relatively low flood vulnerability Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk	This is covered within thematic policies.	Partially	Allocation policy amended to remove reference to flood risk, energy efficiency and resilient to the effects of climate change. However, the recommendation is addressed by thematic Policy GM-S5.	?	Site is has relatively low flood vulnerability Nothing proposed	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	Allocation is not in a flood zone Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk. In addition, the policy makes reference to providing sustainable drainage systems.				O	Allocation is not in a flood zone Nothing proposed		
		Ensure adequate measures are in place to manage existing flood risk?	O	Allocation is not in a flood zone Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk. In addition, the policy makes reference to providing sustainable drainage systems.				O	Allocation is not in a flood zone Nothing proposed		
		Ensure that development does not increase flood risk due to increased run-off rates?	O	Allocation is not in a flood zone Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk. In addition, the policy makes reference to providing sustainable drainage systems.				O	Allocation is not in a flood zone Nothing proposed		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	Allocation is not in a flood zone Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk. In addition, the policy makes reference to providing sustainable drainage systems.				O	Allocation is not in a flood zone Nothing proposed		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within thematic policies.	Partially	Allocation policy amended to remove reference to flood risk, energy efficiency and resilient to the effects of climate change. However, the recommendation is addressed by thematic Policy GM-S5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	It is considered that the final masterplan for the site could consider flood risk.
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within thematic policies.	Partially	Allocation policy amended to remove reference to flood risk, energy efficiency and resilient to the effects of climate change. However, the recommendation is addressed by thematic Policy GM-S5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	It is considered that the final masterplan for the site could consider flood risk.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within thematic policies.	Partially	Allocation policy amended to remove reference to flood risk, energy efficiency and resilient to the effects of climate change. However, the recommendation is addressed by thematic Policy GM-S5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	It is considered that the final masterplan for the site could consider flood risk.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	The reference to energy efficiency has been removed from the allocation policy. However, the recommendation is addressed by thematic policy GM-S2, GM-S3, GM--S 4	+	Reference in policy to cycling and walking	No change has been made to scoring.	It is considered that the final masterplan for the site could consider energy efficiency practices.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+	Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk			The reference to energy efficiency has been removed from the allocation policy. However, the recommendation is addressed by thematic policy GM-S2 & GM-S3	?	Nothing proposed	Scoring has decreased from positive to neutral/no effect due to policy wording change	It is considered that the final masterplan for the site could consider energy efficiency practices.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk			The reference to energy efficiency has been removed from the allocation policy. However, the recommendation is addressed by thematic policy GM-S2 & GM-S3	?	Nothing proposed	Scoring has decreased from positive to neutral/no effect due to policy wording change	It is considered that the final masterplan for the site could consider energy efficiency practices.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: Make provision for a range of accessible public open spaces. In addition, it states: create high quality public realm				+	Policy states: Make provision for a range of accessible public open spaces. In addition, it states: create high quality public realm		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets on the site.				O	There are no heritage assets on the site.		
		Respect, maintain and strengthen local character and distinctiveness?	+	Policy states: Implement architecture that is innovative and creative, respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live				+	Policy states: Implement architecture that is innovative and creative, respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	-	Mostly Greenfield with 4.7% approved landfill site	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes to the allocation policy wording. the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	-	Mostly Greenfield with 4.7% approved landfill site	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	+	Grade 4 agricultural land				+	Grade 4 agricultural land		
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes to the allocation policy wording. the recommendation is addressed by Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield				--	Greenfield		
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy			No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy		

South of Hyde

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: a minimum of 440 new homes		N/A		++	Policy states: around 440 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: new homes across a range of types and tenures including: apartments, starter homes, extra care provision through to larger family homes		N/A		++	Policy states: new homes across a range of types and tenures in accordance with the Council's most up to date Housing Needs Assessment		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	O	No reference in policy		N/A	Allocation policy amended to ensureconnectivity with community	O	Policy states to be designed to enhance connectivity to existing communities in the locale, alongside key assets such as schools, cycle and walking routes, public transport services, the Peak Forest Canal, Trans Pennine Trail and Werneth Low Country Park.		
		Support improvements in the energy efficiency and resilience of the housing stock?	+	Policy states: Provide an energy efficient development	Make specific reference to energy efficiency of the housing stock	Partially	Allocation policy amended to remove reference to energy efficiency. However, the recommendation is adequately addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	O	Nothing proposed	Scoring has decreased from positive to neutral due to policy wording change	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing policy		N/A		O	Housing Policy		
		Support education and training to provide a suitable labour force for future growth?	+	Policy states: provide appropriate developer contributions towards education		N/A		++	Policy states: provide appropriate developer contributions towards education. Policy also states that employment, education and training opportunities will be available for residents within the local area through the construction phases.		
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	O	Housing policy		N/A		O	Housing Policy		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Provide access to each site from the A560 Stockport Road, including key road junctions and off-site highway improvements. Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Peak Forrest Canal, the Trans-Pennine Trail (National Cycle Route 62) and Werneth Low Country Park		N/A		++	Policy states: Provide access to each site from the A560 Stockport Road. Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Peak Forrest Canal, the Trans-Pennine Trail (National Cycle Route 62) and Werneth Low Country Park		
		Improve transport connectivity?	++	Policy states: Provide access to each site from the A560 Stockport Road, including key road junctions and off-site highway improvements. Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Peak Forrest Canal, the Trans-Pennine Trail (National Cycle Route 62) and Werneth Low Country Park		N/A		++	Policy states: Provide access to each site from the A560 Stockport Road. Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Peak Forrest Canal, the Trans-Pennine Trail (National Cycle Route 62) and Werneth Low Country Park		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: an integrated approach to infrastructure that supports the scale of the whole development, for example: surface water drainage, grey infrastructure including utilities provision, superfast broadband and electric vehicle charging points		Partially	Allocation policy amended to remove reference to surface water drainage, grey infrastructure, utilities provision, broadband and EV charging points. However, the recommendation is adequately addressed by thematic policy GM-E 1 & GM-N 2	O	Policy states: an integrated and coordinated approach to infrastructure to support the whole development will be taken	Scoring has decreased from very positive to neutral due to policy wording change	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Allocation policy amended to ensure employment, education and training opportunities are available for residents within the local area both through the construction phases and upon completion, as well as ensuring active travel is promoted within local communities . The recommendation is also addressed by GM-E 1, GM-E 4, GM-E 5 & GM-P 1	+	Cannot be certain that development will affect deprived areas.	Scoring has improved from neutral/no effect to positive for consistency between allocation policies	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				+	Cannot be certain that development will affect deprived areas.	Scoring has improved from neutral/no effect to positive for consistency between allocation policies	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Yes	Allocation policy amended to ensure engagement with the local community, the Council and other appropriate stakeholders, as well as the need for different types and tenures of homes within the allocation. The recommendation is also addressed by GM-E 1 and Chapter 9 of the GMSF	+	Policy states: 4. 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	Scoring has improved from neutral/no effect to positive for consistency between allocation policies	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				+	Policy states: 2. Deliver homes across a range of types and tenures in accordance with the Council's most up to date hHousing nNeeds aAssessment	Scoring has improved from neutral/no effect to positive for consistency between allocation policies	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		N/A		O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.		N/A		O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy states: Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Peak Forrest Canal, the Trans-Pennine Trail (National Cycle Route 62) and Werneth Low Country Park Policy also makes reference to providing green infrastructure and landscape, specifying: Protect, manage and enhance the Pole Bank SBI and key landscape features such as mature trees, hedgerows, ponds and watercourses; and make provision for a range of accessible public open spaces, for example: natural space, amenity space, play provision and allotments		N/A		++	Policy states: Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Peak Forrest Canal, the Trans-Pennine Trail (National Cycle Route 62) and Werneth Low Country Park Policy also makes reference to providing green infrastructure and landscape, specifying: Protect, manage and enhance the Pole Bank SBI and key landscape features such as mature trees, hedgerows, ponds and watercourses; and make provision for a range of accessible public open spaces, for example: natural space, amenity space, play provision and allotments		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.		N/A		O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Policy makes reference to providing green infrastructure and landscape, specifying: Protect, manage and enhance the Pole Bank SBI and key landscape features such as mature trees, hedgerows, ponds and watercourses; and make provision for a range of accessible public open spaces, for example: natural space, amenity space, play provision and allotments		N/A		++	Policy makes reference to providing green infrastructure and landscape, specifying: Protect, manage and enhance the Pole Bank SBI and key landscape features such as mature trees, hedgerows, ponds and watercourses; and make provision for a range of accessible public open spaces, for example: natural space, amenity space, play provision and allotments		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy states: provide appropriate developer contributions towards health	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	No changes made to allocations policy. The recommendation is also addressed by GM-E 5, GM-E 6 & GM-E 7.	+	Policy states: provide appropriate developer contributions towards health	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	+	Policy states: provide appropriate developer contributions towards Education		N/A		+	Policy states: provide appropriate developer contributions towards Education		
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	++	Policy states: Make provision for a range of accessible public open spaces, for example: natural space, amenity space, play provision and allotments		N/A		++	Policy states: Make provision for a range of accessible public open spaces, for example: natural space, amenity space, play provision and allotments		
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	+	Policy states: Policy states: provide appropriate developer contributions towards Education		N/A		+	Policy states: Policy states: provide appropriate developer contributions towards Education		
		Improve educational and skill levels of the population of working age?	O	No mention in policy		N/A		O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Peak Forrest Canal, the Trans-Pennine Trail (National Cycle Route 62) and Werneth Low Country Park.		N/A		++	Policy states: Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Peak Forrest Canal, the Trans-Pennine Trail (National Cycle Route 62) and Werneth Low Country Park.		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++			N/A		++			
		Support the use of sustainable and active modes of transport?	++			N/A		++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	No AQMAs around allocation The policy states: Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Peak Forrest Canal, the Trans-Pennine Trail (National Cycle Route 62) and Werneth Low Country Park.		Partially	No changes to the allocation policy wording. However, the recommendation is adequately addressed by thematic Policy GM-S2, GM-S6 & GM-G2.	+	No AQMAs around allocation The policy states: Create safe, walkable, green neighbourhoods which promote active travel through a clear network and hierarchy of legible and attractive streets, footpaths and cycle ways, utilising and improving connectivity to existing public rights of way and the wider area, including adjacent residential areas, schools, cycle routes, public transport connections, the Peak Forrest Canal, the Trans-Pennine Trail (National Cycle Route 62) and Werneth Low Country Park.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	+/-	Risk and opportunity with nearby ecology receptors: within the site priority habitat for deciduous woodland, site of biological importance Pole Bank north, adjacent to ancient & semi-natural woodland Policy states: Make provision for a range of accessible public open spaces, for example: parks and gardens, natural space, amenity space, play provision and allotments in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees. Policy states: Seek biodiversity net gain Policy states: Protect, manage and enhance the Pole Bank SBI and key landscape features such as mature trees, hedgerows, ponds and watercourses		N/A		+/-	Risk and opportunity with nearby ecology receptors: within the site priority habitat for deciduous woodland, site of biological importance Pole Bank north, adjacent to ancient & semi-natural woodland Policy states: Make provision for a range of accessible public open spaces, for example: parks and gardens, natural space, amenity space, play provision and allotments in accordance with the council's most up to date open space review and deliver appropriate levels of tree planting including street trees. Policy states: Protect, manage and enhance the Pole Bank SBI and key landscape features such as mature trees, hedgerows, ponds and watercourses		
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	+/-			N/A		+/-			
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++			N/A		++			
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	++			N/A		++			
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+	Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk	This is covered within thematic policies.	Partially	Allocation policy amended to remove reference to flood risk, energy efficiency and resilient to the effects of climate change. However, the recommendation is adequately addressed by thematic Policy GM-S5.	?	Site is has relatively low flood vulnerability Nothing proposed	Scoring has decreased from positive to neutral/no effect due to policy wording change	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	Allocation is not in a flood zone Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk. In addition, the policy makes reference to providing sustainable drainage systems.		N/A	Allocation policy amended to remove reference to flood risk, energy efficiency and resilient to the effects of climate change. The recommendation is adequately addressed by thematic Policy GM-S5.	O	Allocation is not in a flood zone Nothing proposed		
		Ensure adequate measures are in place to manage existing flood risk?	O	Allocation is not in a flood zone Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk. In addition, the policy makes reference to providing sustainable drainage systems.		N/A	Allocation policy amended to remove reference to flood risk, energy efficiency and resilient to the effects of climate change. The recommendation is adequately addressed by thematic Policy GM-S5.	O	Allocation is not in a flood zone Nothing proposed		
		Ensure that development does not increase flood risk due to increased run-off rates?	O	Allocation is not in a flood zone Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk. In addition, the policy makes reference to providing sustainable drainage systems.		N/A	Allocation policy amended to remove reference to flood risk, energy efficiency and resilient to the effects of climate change. The recommendation is adequately addressed by thematic Policy GM-S5.	O	Allocation is not in a flood zone Nothing proposed		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	Allocation is not in a flood zone Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk. In addition, the policy makes reference to providing sustainable drainage systems.		N/A	Allocation policy amended to remove reference to flood risk, energy efficiency and resilient to the effects of climate change. The recommendation is adequately addressed by thematic Policy GM-S5.	O	Allocation is not in a flood zone Nothing proposed		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	This is covered within thematic policies.	Partially	Allocation policy amended to remove reference to flood risk, energy efficiency and resilient to the effects of climate change. However, the recommendation is adequately addressed by thematic Policy GM-S5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	As above	This is covered within thematic policies.	Partially	Allocation policy amended to remove reference to flood risk, energy efficiency and resilient to the effects of climate change. However, the recommendation is adequately addressed by thematic Policy GM-S5.	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within thematic policies.	Partially	Allocation policy amended to remove reference to flood risk, energy efficiency and resilient to the effects of climate change. However, the recommendation is adequately addressed by thematic Policy GM-S5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.	Partially	The reference to energy efficiency has been removed from the allocation policy. However, the recommendation is adequately addressed by thematic policy GM-S2, GM-S3, GM--S 4	+	Reference in policy to cycling and walking	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	+	Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.		The reference to energy efficiency has been removed from the allocation policy. However, the recommendation is adequately addressed by thematic policy GM-S2 & GM-S3	?	Nothing proposed	Scoring has decreased from positive to neutral/no effect due to policy wording change	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	+	Policy states: Provide an energy efficient development and one that is resilient to the effects of climate change and flood risk	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport.		The reference to energy efficiency has been removed from the allocation policy. However, the recommendation is adequately addressed by thematic policy GM-S2 & GM-S3	?	Nothing proposed	Scoring has decreased from positive to neutral/no effect due to policy wording change	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	Policy states: Make provision for a range of accessible public open spaces. In addition, it states: create high quality public realm		N/A		+	Policy states: Make provision for a range of accessible public open spaces. In addition, it states: create high quality public realm.		
		Conserve and enhance the historic environment, heritage assets and their setting?	+	Grade II* listed Apethorn Farm within the site boundary and there are two listed structures in close proximity to the site. The policy seeks to protect and enhanc these heritage assets.		N/A		+	Grade II* listed Apethorn Farm within the site boundary and there are two listed structures in close proximity to the site. The policy seeks to protect and enhanc these heritage assets.		
		Respect, maintain and strengthen local character and distinctiveness?	+	Policy states: Implement architecture that is innovative and creative, respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live		N/A		+	Policy states: Implement architecture that is innovative and creative, respecting and integrating into the surrounding landscape, creating aspirational and desirable communities in which to live.		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield in agricultural use	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes to the allocation policy wording. the recommendation is adequately addressed by Chapter 4 and Chapter 9 of the GMSF	--	Greenfield in agricultural use	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	-	small patch to the south in Grade 4, mostly grade 3 and urban	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Partially	No changes to the allocation policy wording. Work is ongoing with the site promoter to finalise an agricultural land quality assessment with the expectation land will not be higher than 3b in quality. the recommendation is adequately addressed by Chapter 4 and Chapter 9 of the GMSF	+	small patch to the south in Grade 4, mostly grade 3 and urban	Scoring has improved from negative to positive for consistency between allocation policies	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	Partially	No changes to the allocation policy wording. the recommendation is adequately addressed by Chapter 4 and Chapter 9 of the GMSF	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield		N/A		--	Greenfield		
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	As above		No changes made to the allocation policy wording. However, the recommendation is adequately addressed by Thematic Policy GM-S 7.	o	No mention in policy		

Trafford

New Carrington

			2019						2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	Policy states: around 6,100 new homes				++	Policy states: around 4,800 new homes	No change	
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	++	Policy states: incorporating a broad mix of housing types and tenures creating a distinctive neighbourhood with a clear sense of place				++	Policy states: incorporating a broad mix of housing types and tenures creating a distinctive neighbourhood with a clear sense of place	No change	
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Policy includes the provision of employment land, a new local centre and green space within the site.				++	Policy includes the provision of employment land, a new local centre and green space within the site.	No change	
		Support improvements in the energy efficiency and resilience of the housing stock?	O	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Yes	Allocation policy amended to mitigate the impacts of climate change and utilise the most energy and water efficient technologies, exploring solutions to provide decentralised low carbon heat and energy. The recommendation is addressed by thematic Policy GM-S2 and GM-S3.	++	Not referenced in policy	Scoring has been increased from neutral / no effect to very positive for consistency between allocation policies	No further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Policy states: Deliver a minimum of 410,000 sqm (gross) of employment opportunities for industry and warehousing				++	Policy states: Deliver a minimum of 410,000 sqm (gross) of employment opportunities for industry and warehousing	No change	
		Support education and training to provide a suitable labour force for future growth?	++	Policy states: provide community infrastructure including education to support the new community				++	Policy states: provide community infrastructure including education to support the new community	No change	
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	The site is adjacent to a number of existing bus stops. New public transport proposed: Contribute towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks, including public transport and highway infrastructure schemes			Allocation policy amended to include delivering accessibly streets which prioritise cycling walking and public transport over the car	+	The site is adjacent to a number of existing bus stops. New public transport proposed: Contribute towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks, including public transport and highway infrastructure schemes	No change	
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Contribute towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks, including public transport and highway infrastructure schemes; Utilise the route of the disused railway through the site as a strategic sustainable transport corridor providing links from New Carrington to the wider area and contributing to improved east/west linkages; and deliver a network of safe cycling and walking routes through the allocation, including enhancements and protection of the Trans Pennine Trail, encouraging sustainable short journeys and promoting healthier lifestyles			Allocation policy amended to state that it will: Deliver and directly contribute to the Carrington Relief Road to provide an alternative route to the A6144 and an additional strategic link through Carrington, incorporating provision for pedestrians, cyclists and bus priority measures. Policy states that it will: Make the necessary improvements to the Strategic, Primary and Local Road Networks including several key new / upgraded junctions to enable the proposed level of development and mitigate the impact of increased vehicle numbers.	++	Policy states: Contribute towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks, including public transport and highway infrastructure schemes; Utilise the route of the disused railway through the site as a strategic sustainable transport corridor providing links from New Carrington to the wider area and contributing to improved east/west linkages; and deliver a network of safe cycling and walking routes through the allocation, including enhancements and protection of the Trans Pennine Trail, encouraging sustainable short journeys and promoting healthier lifestyles	No change	
		Improve transport connectivity?	++	Policy states: Contribute towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks, including public transport and highway infrastructure schemes; Utilise the route of the disused railway through the site as a strategic sustainable transport corridor providing links from New Carrington to the wider area and contributing to improved east/west linkages; and deliver a network of safe cycling and walking routes through the allocation, including enhancements and protection of the Trans Pennine Trail, encouraging sustainable short journeys and promoting healthier lifestyles			Allocation policy amended to state that it will: Deliver and directly contribute to the Carrington Relief Road to provide an alternative route to the A6144 and an additional strategic link through Carrington, incorporating provision for pedestrians, cyclists and bus priority measures. Policy states that it will: Make the necessary improvements to the Strategic, Primary and Local Road Networks including several key new / upgraded junctions to enable the proposed level of development and mitigate the impact of increased vehicle numbers.	++	Policy states: Contribute towards schemes to mitigate the impact of traffic generated by the development on the Strategic, Primary and Local Road Networks, including public transport and highway infrastructure schemes; Utilise the route of the disused railway through the site as a strategic sustainable transport corridor providing links from New Carrington to the wider area and contributing to improved east/west linkages; and deliver a network of safe cycling and walking routes through the allocation, including enhancements and protection of the Trans Pennine Trail, encouraging sustainable short journeys and promoting healthier lifestyles	No change	
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	No mentioned in policy	Consider feasibility study into requirements and ability of local network to support development	Yes	Allocation policy wording amended to make provision for necessary infrastructure such as utilities and broadband. The recommendation is addressed by Thematic Policy GM-E 1 & GM-N 2.	++	Policy states:Make provision for necessary infrastructure such as utilities, broadband and electric vehicle charging points in accordance with relevant GMSF or local planning policies	Scoring has been increased from neutral / no effect to very positive for consistency between allocation policies	No further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Yes	Allocation policy amended to create employment and training opportunities for local people in particular through the construction phase, to be set out in a local labour and skills plan/agreement in accordance with Local Plan Policies. Policy justification states that targets for training and employment of local people could be agreed between developers, local colleges and the local authority. The recommendation is addressed by Thematic Policy GM-E 1, GM-E 4, GM-E 5 & GM-P 1	++	Policy states: Create employment and training opportunities for local people in particular through the construction phase, to be set out in a local labour and skills plan/agreement in accordance with Local Plan Policies	Scoring has been increased from neutral / no effect to very positive for consistency between allocation policies	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				++	Cannot be certain that development will affect deprived areas. Policy states: Create employment and training opportunities for local people in particular through the construction phase, to be set out in a local labour and skills plan/agreement in accordance with Local Plan Policies	Scoring has improved from neutral to very positive for consistency between allocation policies	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Yes	Allocation policy amended to deliver a range of house types, sizes, layouts and tenures through a place-led approach and integrated with the existing community. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF.	++	Policy states:Deliver a range of house types, sizes, layouts and tenures through a place-led approach and ensure new development is sensitively Integrated with existing residential areas	Scoring has been increased from neutral / no effect to positive for consistency between allocation policies	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed		Yes	Allocation policy amended to deliver a range of house types, sizes, layouts and tenures through a place-led approach and integrated with the existing community. However, the recommendation is addressed by Thematic Policy GM-E 1 and Chapter 9 of the GMSF.	++	Policy states:Deliver a range of house types, sizes, layouts and tenures through a place-led approach and ensure new development is sensitively Integrated with existing residential areas	Scoring has been increased from neutral / no effect to positive for consistency between allocation policies	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics	No change	
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.			Allocation policy amended to define distinct character areas.	+	Each allocation is within a specific location and therefore is within one area type.	Scoring has been increased from neutral / no effect to positive for consistency between allocation policies	No further recommendations are made.
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy makes reference to walking and cycling improvements including delivering a network of safe cycling and walking routes through the allocation, including enhancements and protection of the Trans Pennine Trail, encouraging sustainable short journeys and promoting healthier lifestyle In reference to green infrastructure the policy makes significant reference to improvements including providing a significant area of enhanced and accessible Green Infrastructure within the area of the allocation to remain in the Green Belt. In addition, it proposed, new green spaces, enhancing existing green infrastructure including woodland, minimising the loss of existing landscape feature, achieving enhancements to the delivery of eco-system services and protecting existing designations such as SSSI, SBIs, both within and adjacent to the site, and delivering net gain in biodiversity			Allocation policy amended to deliver accessible streets which prioritise cycling walking through a network of walking/cycling routes, accessible links to residential areas and local centres from employment areas, linking with existing communities and creating and enhancing the green infrastructure network. The recommendation is addressed by Thematic Policy GM-S 6, GM-N 1, GM-N 3, GM-N 5, GM-G 2, and GM-G 6.	++	Policy makes reference to walking and cycling improvements including delivering a network of safe cycling and walking routes through the allocation, including enhancements and protection of the Trans Pennine Trail, encouraging sustainable short journeys and promoting healthier lifestyle In reference to green infrastructure the policy makes significant reference to improvements including providing a significant area of enhanced and accessible Green Infrastructure within the area of the allocation to remain in the Green Belt. In addition, it proposed, new green spaces, enhancing existing green infrastructure including woodland, minimising the loss of existing landscape feature, achieving enhancements to the delivery of eco-system services and protecting existing designations such as SSSI, SBIs, both within and adjacent to the site, and delivering net gain in biodiversity	No change has been made to scoring.	No further recommendations are made.
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.	No change	
		Promote access to green space?	++	The policy makes significant reference to improvements including providing a significant area of enhanced and accessible Green Infrastructure within the area of the allocation to remain in the Green Belt. In addition, it proposed, new green spaces, enhancing existing green infrastructure including woodland, minimising the loss of existing landscape feature, achieving enhancements to the delivery of eco-system services and protecting existing designations such as SSSI, SBIs, both within and adjacent to the site, and delivering net gain in biodiversity				++	The policy makes significant reference to improvements including providing a significant area of enhanced and accessible Green Infrastructure within the area of the allocation to remain in the Green Belt. In addition, it proposed, new green spaces, enhancing existing green infrastructure including woodland, minimising the loss of existing landscape feature, achieving enhancements to the delivery of eco-system services and protecting existing designations such as SSSI, SBIs, both within and adjacent to the site, and delivering net gain in biodiversity	No change	
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	++	Policy states: Provide community infrastructure including education and health facilities to support the new community	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Yes	Allocation policy amended to include more detail around local / neighbourhood centres acting as community hubs. Additional primary and secondary school places will be provided. The recommendation is adequately covered by GM-E 5, GM-E 6 & GM-E 7	++	Policy states: Provide community infrastructure including education and health facilities to support the new community	No change has been made to scoring.	No further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	++	Policy states: Provide community infrastructure including education and health facilities to support the new community		Yes	Allocation policy amended to include more detail around local / neighbourhood centres acting as community hubs. Additional primary and secondary school places will be provided. The recommendation is adequately covered by GM-E 5, GM-E 6 & GM-E 7	++	Policy states: Provide community infrastructure including education and health facilities to support the new community	No change has been made to scoring.	No further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	-/?	No specifically mentioned		Yes	Allocation policy amended to include more detail around local / neighbourhood centres acting as community hubs. Additional primary and secondary school places will be provided. The recommendation is adequately covered by GM-E 5, GM-E 6 & GM-E 7	++	Policy states: Provide significant areas of open and accessible green space throughout the allocation as part of the wider strategic green infrastructure network. These will provide important multi-functional recreational spaces and active travel routes, linking different areas within and beyond the site	Scoring has been increased from neutral / no effect to very positive for consistency between allocation policies	No further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	++	Policy states: Provide community infrastructure including education and health facilities to support the new community	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Yes	Allocation policy amended to include more detail added to policy around local / neighbourhood centres acting as community hubs. Additional primary and secondary school places will be provided. The recommendation is adequately covered by GM-E 5, GM-E 6 & GM-E 7	++	Policy states: Provide community infrastructure including education and health facilities to support the new community	No change has been made to scoring.	No further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy			Policy states it will: create employment and training opportunities for local people in particular through the construction phase, to be set out in a local labour and skills plan/agreement in accordance with Local Plan Policies	+	Policy states: Create employment and training opportunities for local people in particular through the construction phase, to be set out in a local labour and skills plan/agreement in accordance with Local Plan Policies	Scoring has been increased from neutral / no effect to positive for consistency between allocation policies	No further recommendations are made.
		Reduce the need to travel and promote efficient patterns of movement?	++				Policy states that it will deliver accessible streets and connected neighbourhoods which prioritise cycling, walking and public transport over the private car, as well as a network of safe cycling and walking routes through the allocation, utilising the Carrington rides, improving the Trans Pennine Trail and creating new/enhancing existing Public Rights of Way and bridleways.	++		No change	

9	Promote sustainable modes of transport	Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++	Policy makes reference to walking and cycling improvements including delivering a network of safe cycling and walking routes through the allocation, including enhancements and protection of the Trans Pennine Trail, encouraging sustainable short journeys and promoting healthier lifestyle			Policy states that it will deliver accessible streets and connected neighbourhoods which prioritise cycling, walking and public transport over the private car, as well as a network of safe cycling and walking routes through the allocation, utilising the Carrington rides, improving the Trans Pennine Trail and creating new/enhancing existing Public Rights of Way and bridleways.	++	Policy makes reference to walking and cycling improvements including delivering a network of safe cycling and walking routes through the allocation, including enhancements and protection of the Trans Pennine Trail, encouraging sustainable short journeys and promoting healthier lifestyle	No change	
		Support the use of sustainable and active modes of transport?	++				Policy states that it will deliver accessible streets and connected neighbourhoods which prioritise cycling, walking and public transport over the private car, as well as a network of safe cycling and walking routes through the allocation, utilising the Carrington rides, improving the Trans Pennine Trail and creating new/enhancing existing Public Rights of Way and bridleways.	++		No change	
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+	The site is not located within 500m of an AQMA The policy make reference to improved active transport	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Yes	Allocation policy amended to include green infrastructure provision, accessible streets which prioritise cycling, walking and public transport over the private car and electric vehicle charging infrastructure. The recommendation is adequality covered by thematic policy GM-S 2, GM-S 6 & GM-G 2	++	The site is not located within 500m of an AQMA The policy make reference to improved active transport	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	++	Site is located within a site of biological interest 'Wetland at Carrington Moss', 'Partington Nature Reserve', 'Carrington Power Station, 'Broadoak Wood', 'Sinderland Green Wood' and 'Altrincham Sewage Works', a priority habitat and a wildlife corridor.				++	Site is located within a site of biological interest 'Wetland at Carrington Moss', 'Partington Nature Reserve', 'Carrington Power Station, 'Broadoak Wood', 'Sinderland Green Wood' and 'Altrincham Sewage Works', a priority habitat and a wildlife corridor.	No change	
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	++					++		No change	
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++	The policy makes significant reference to improvements including providing a significant area of enhanced and accessible Green Infrastructure within the area of the allocation to remain in the Green Belt. In addition, it proposed, new green spaces, enhancing existing green infrastructure including woodland, minimising the loss of				++	The policy makes significant reference to improvements including providing a significant area of enhanced and accessible Green Infrastructure within the area of the allocation to remain in the Green Belt. In addition, it proposed, new green spaces, enhancing existing green infrastructure including woodland, minimising the loss of	No change	
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquility?	++					++		No change	
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	+/-	Small sections of the site contain flood zone 2 and 3, including Sinderland Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	This is covered within the thematic policies.	Yes	Allocation policy wording amended to include a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases, seeking to actively reduce the impact of potential flood risk both within and beyond the site, incorporating on-site measures to deal with surface water run off. The recommendation is addressed by Thematic Policy GM- S 5 and a masterplan required in the allocations policy will determine this.	++	Small sections of the site contain flood zone 2 and 3, including Sinderland Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	Scoring has been increased from positive / negative to very positive for consistency between allocation policies	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	+/-	Small sections of the site contain flood zone 2 and 3, including Sinderland Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Yes	Allocation policy wording amended to include a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases, seeking to actively reduce the impact of potential flood risk both within and beyond the site, incorporating on-site measures to deal with surface water run off. The recommendation is addressed by Thematic Policy GM-G 1, GM-G 2, GM-G 7 and a masterplan required in the allocations policy will determine this.	++	Small sections of the site contain flood zone 2 and 3, including Sinderland Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	Scoring has been increased from positive / negative to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	+/-	Small sections of the site contain flood zone 2 and 3, including Sinderland Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Yes	Allocation policy wording amended to include a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases, seeking to actively reduce the impact of potential flood risk both within and beyond the site, incorporating on-site measures to deal with surface water run off. The recommendation is addressed by Thematic Policy GM-G 1, GM-G 2, GM-G 7 and a masterplan required in the allocations policy will determine this.	++	Small sections of the site contain flood zone 2 and 3, including Sinderland Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	Scoring has been increased from positive / negative to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	+/-	Small sections of the site contain flood zone 2 and 3, including Sinderland Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Yes	Allocation policy wording amended to specify that a site wide strategy should be prepared after having fully assessed site topography, flood risk, existing water features and naturally occurring flow paths , seeking to actively reduce the impact of potential flood risk both within and beyond the site, incorporating on-site measures to deal with surface water run off. The recommendation is addressed by Thematic Policy GM-G 1, GM-G 2, GM-G 7 and a masterplan required in the allocations policy will determine this.	++	Small sections of the site contain flood zone 2 and 3, including Sinderland Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	Scoring has been increased from positive / negative to very positive for consistency between allocation policies	No further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	+/-	Small sections of the site contain flood zone 2 and 3, including Sinderland Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Yes	Allocation policy wording amended to include a comprehensive flood risk and foul and surface water management strategy which demonstrates how each phase of development interacts with other phases, seeking to actively reduce the impact of potential flood risk both within and beyond the site, incorporating on-site measures to deal with surface water run off. The recommendation is addressed by Thematic Policy GM-G 1, GM-G 2, GM-G 7 and a masterplan required in the allocations policy will determine this.	++	Small sections of the site contain flood zone 2 and 3, including Sinderland Brook. The policy states: Address flood risk and water management including SUDS through the design and layout of development and in accordance with a comprehensive drainage strategy	Scoring has been increased from positive / negative to very positive for consistency between allocation policies	No further recommendations are made.
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O/+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. The policy states: Protect and enhance the habitats and corridors along Sinderland Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the EU Water Framework Directive	This is covered within the thematic policies.	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. The policy states: Protect and enhance the habitats and corridors along Sinderland Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the North West Rivier Basin Management Plan (2019)	Scoring has changed from negative/positive to positive for consistency between allocation policies	No further recommendations are made.
		Promote management practices that will protect water features from pollution?	O/+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. The policy states: Protect and enhance the habitats and corridors along Sinderland Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the EU Water Framework Directive	This is covered within the thematic policies.	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	+	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. The policy states: Protect and enhance the habitats and corridors along Sinderland Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the North West Rivier Basin Management Plan (2019)	Scoring has changed from negative/positive to positive for consistency between allocation policies	No further recommendations are made.
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.	This is covered within the thematic policies.	Partially	No change to allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 5.	O	This is a consideration for detailed design and thematic policy.	No change has been made to scoring.	No further recommendations are made.
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking, in addition to significant public transport provision. No reference to low carbon or renewables	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Yes	Allocation policy amended to mitigate the impacts of climate change and utilise the most energy and water efficient technologies, exploring solutions to provide decentralised low carbon heat and energy. The recommendation is addressed by thematic Policy GM-S2, GM-S3 and GM-S 4.	++	Reference in policy to cycling and walking, in addition to significant public transport provision. No reference to low carbon or renewables	Scoring has been increased from positive to very positive for consistency between allocation policies	No further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Yes	Allocation policy amended to mitigate the impacts of climate change and utilise the most energy and water efficient technologies, exploring solutions to provide decentralised low carbon heat and energy. The recommendation is addressed by thematic Policy GM-S2 and GM-S3.	++	No mention in policy	Scoring has been increased from neutral / no effect to very positive for consistency between allocation policies	No further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	No mention in policy	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Yes	Allocation policy amended to mitigate the impacts of climate change and utilise the most energy and water efficient technologies, exploring solutions to provide decentralised low carbon heat and energy. The recommendation is addressed by thematic Policy GM-S2 and GM-S3.	++	No mention in policy	Scoring has been increased from neutral / no effect to very positive for consistency between allocation policies	No further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O/-	Policy states: Provide new accessible green spaces within the development areas. Consideration will be given to identifying some of this land as Local Green Space				+	Policy states: Provide new accessible green spaces within the development areas. Consideration will be given to identifying some of this land as Local Green Space	Scoring improved from negative/neutral to positive for consistency between allocation policies	
		Conserve and enhance the historic environment, heritage assets and their setting?	++	The site contains listed structures Church of St George, Ackers Farmhouse, Westwood Lodge, Barn to south east of birch farmhouse Policy states: Protect and enhance heritage assets and their setting within and close to the site, including the Grade II* listed Church of St George; and identify any assets of archaeological interest	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases.	Yes	Allocation policy amended to positively conserve heritage assets in the area with a Heritage Impact Assessment. The recommendation is addressed by Thematic Policy GM-G 1, GM-E 2 and a masterplan required in the allocations policy will determine this..	++	The site contains listed structures Church of St George, Ackers Farmhouse, Westwood Lodge, Barn to south east of birch farmhouse Policy states: Protect and enhance heritage assets and their setting within and close to the site, including the Grade II* listed Church of St George; and identify any assets of archaeological interest	Score has improved due to addition of specific policy wording.	No further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	+	Policy states: creates a distinctive neighbourhood with a clear sense of place				+	Policy states: creates a distinctive neighbourhood with a clear sense of place	No change	
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	++	Mainly urban/ brownfield land, with some greenfield				++	Mainly urban/ brownfield land, with some greenfield	No change	
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	Mainly grade 2 and urban, with a small patch of grade 3	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	Yes	No changes made to the allocation policy wording. However the recommendation is addressed by Thematic Policy by thematic policy GM-G 8 & GM-G 9.	--	Mainly grade 2 and urban, with a small patch of grade 3	No change has been made to scoring.	No further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	++	Mainly urban/ brownfield land, with some greenfield. The reuse of derelict land is incorporated within the development				++	Mainly urban/ brownfield land, with some greenfield. The reuse of derelict land is incorporated within the development	No change	
		Support reductions in land contamination through the remediation and reuse of previously developed land?	++	Mainly urban/ brownfield land, with some greenfield. The reuse of derelict land is incorporated within the development				++	Mainly urban/ brownfield land, with some greenfield. The reuse of derelict land is incorporated within the development	No change	
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the allocation policy wording.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods are integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7, and a masterplan required in the allocations policy will determine this.	o	No mention in policy	No change has been made to scoring.	No further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by Thematic Policy GM-S 7.	o	No mention in policy	No change has been made to scoring.	No further recommendations are made.

Wigan

M6 Junction 25

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	o	No housing proposed				o	No housing proposed		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	o	No housing proposed				o	No housing proposed		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	No housing proposed				o	No housing proposed		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	No housing proposed				O	No housing proposed		
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Employment site: Provide a high quality location for around 140,000 sqm of B2 and B8 employment floorspace				++	Employment site: Provide a high quality location for around 140,000 sqm of B2 and B8 employment floorspace		
		Support education and training to provide a suitable labour force for future growth?	O	No mention in policy				O	No mention in policy		
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	Existing public transport near by, and propose improved road access from the M6, internal road improvements and accessible by walking and cycling from Winstanley Hawkley and Bryn, including the provision of a safe pedestrian crossing of the A49.				++	Policy states: 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; Ensure that the employment development is accessible by walking and cycling from Winstanley, Hawkley and Bryn, and from bus services in those areas, including on the A49 through the provision of a safe pedestrian crossing		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Existing public transport near by, and propose improved road access from the M6, internal road improvements and accessible by walking and cycling from Winstanley Hawkley and Bryn, including the provision of a safe pedestrian crossing of the A49.				++	Policy states: 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; Ensure that the employment development is accessible by walking and cycling from Winstanley, Hawkley and Bryn, and from bus services in those areas, including on the A49 through the provision of a safe pedestrian crossing		
		Improve transport connectivity?	++	Existing public transport near by, and propose improved road access from the M6, internal road improvements and accessible by walking and cycling from Winstanley Hawkley and Bryn, including the provision of a safe pedestrian crossing of the A49.				++	Policy states: 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; Ensure that the employment development is accessible by walking and cycling from Winstanley, Hawkley and Bryn, and from bus services in those areas, including on the A49 through the provision of a safe pedestrian crossing		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	+	Policy states: Provide easements for the significant utilities infrastructure running through the site				+	Policy states: Provide easements for the significant utilities infrastructure running through the site		
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	Amendments have been made to policy text, including improving accessibility to the surrounding area and improved transport links. The recommendation is also addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.		
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	No	No changes made to the policy wording. Allocation policy is for an employment site, no housing is proposed	O	Nothing proposed	No change has been made to scoring.	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	Policy states: Ensure that the employment development is accessible by walking and cycling from Winstanley, Hawkley and Bryn, including the provision of a safe pedestrian crossing of the A49 In relation to green infrastructure the policy states: Incorporate a robust green infrastructure corridor between the proposed employment development and residential development at Winstanley.				++	Policy states: Ensure that the employment development is accessible by walking and cycling from Winstanley, Hawkley and Bryn, including the provision of a safe pedestrian crossing of the A49 In relation to green infrastructure the policy states: Incorporate a robust green infrastructure corridor between the proposed employment development and residential development at Winstanley.		
		Reduce health inequalities within GM and with the rest of England?	?	Strategic aim which is not likely to be affected by site proposals.				?	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	+	Policy states: Incorporate a robust green infrastructure corridor between the proposed employment development and residential development at Winstanley. In addition it makes reference to integrated landscape design and planting				+	Policy states: Incorporate a robust green infrastructure corridor between the proposed employment development and residential development at Winstanley. In addition it makes reference to integrated landscape design and planting		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	O	No new provision is referred to				O	No new provision is referred to		
		Ensure sufficient access to educational facilities for all children?	O	No new provision is referred to				O	No new provision is referred to		
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	O	No new provision is referred to				O	No new provision is referred to		
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	O	No new provision is referred to				O	No new provision is referred to		
		Improve educational and skill levels of the population of working age?	O	No new provision is referred to	Link new employment to the provision of training and education such as apprenticeships	Partially	No changes made to the policy wording. However,the recommendation is addressed by thematic Policy GM-E4 & GM-E5	O	No new provision is referred to	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	+	Policy states: Ensure that the employment development is accessible by walking and cycling from Winstanley, Hawkley and Bryn, including the provision of a safe pedestrian crossing of the A49.				+	Policy states: Ensure that the employment development is accessible by walking and cycling from Winstanley, Hawkley and Bryn, and from bus services in those areas, including on the A49 through the provision of a safe pedestrian crossing		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+					+			
		Support the use of sustainable and active modes of transport?	+					+			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	--/+	Site is within 150m of an AQMA but policy does refer to accessibility by walking and cycling.	Include AQ mitigation and protection in the policy	Partially	No changes made to the policy wording. However, the recommendation is also addressed by thematic Policy GM-S2, GM-S6 & GM-G2	--/+	Site is within 150m of an AQMA but policy does refer to accessibility by walking and cycling.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	-/?	The allocation is located in a wildlife corridor and has priority habitats for deciduous woodland. No mitigation is proposed other than Incorporate a robust green infrastructure corridor between the proposed employment development and residential development at Winstanley.	Make reference to biodiversity and green infrastructure mitigation in the policy		Amendments have been made to policy text, including the need for a masterplan, which will take account of green infrastructure and biodiversity. The recommendation is also addressed by thematic GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10	-/?	Polict states: 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	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	-/?					-/?			
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	+					+			
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	?					+		Scoring has been increased from uncertain to positive	No further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	No reference in the allocation	Design should also consider how to address other risks associated with climate change, such as high temperature events. Resilient Masterplan design might include best practice for cooling during high temperature and other weather events associated with climate change.	Partially	No changes made to the policy wording. However, the recommendation is also addressed by thematic Policy GM-S2, GM-S4 & GM-S5	O	No reference in the allocation	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	not in flood zone 2 or 3				O	not in flood zone 2 or 3		
		Ensure adequate measures are in place to manage existing flood risk?	O	not in flood zone 2 or 3				O	not in flood zone 2 or 3		
		Ensure that development does not increase flood risk due to increased run-off rates?	O	No adjacent flood zone 2 or 3				O	No adjacent flood zone 2 or 3		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	No adjacent flood zone 2 or 3				O	No adjacent flood zone 2 or 3		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	Assumed compliance with best practice with regards to surface and ground water.	Consider how the development might align with strategic aims of WFD, including achieving "good status" and emitting emissions to water.	Partially	No changes made to the policy wording. However, the recommendation is also addressed by thematic Policy GM-S5.	O	Assumed compliance with best practice with regards to surface and ground water.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote management practices that will protect water features from pollution?	O	Assumed compliance with best practice with regards to surface and ground water.				O	Assumed compliance with best practice with regards to surface and ground water.		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the policy wording. However, the recommendation is also addressed by thematic Policy GM-S2, GM-S3 & GM-S4.	+	Reference in policy to cycling and walking	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy				-/?	No mention in policy		
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy				-/?	No mention in policy		
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+	The policy makes reference to providing integrated landscape design and planting. In addition, there will be a robust green infrastructure corridor on the site.				+	The policy makes reference to providing integrated landscape design and planting. In addition, there will be a robust green infrastructure corridor on the site.		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets in or nearby the site				O	There are no heritage assets in or nearby the site		
		Respect, maintain and strengthen local character and distinctiveness?	?	Not mentioned in the policy				?	Not mentioned in the policy		

North of Mosley Common

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	Policy states: around 1,200 new homes				++	Policy states: around 1,100 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	No mention in policy				O	No mention in policy		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Policy states: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway				+	Policy states: Provide an additional stop on the guided busway and/or new / improved pedestrian and cycle links to existing busway stops, and contribute proportionally and meaningfully to increasing passenger capacity on the busway at peak times, subject to full detailed busway service analysis with Transport for Greater Manchester		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	No mention in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	O	Provide new education facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic policy GM-P1, GM-E4, GM-E5	O	Policy states: 8.Provide new primary education facilities on-site, as a new school and/or as an expansion to St John's Mosley Common Primary School, unless it is determined by the council that it is not needed; and provide a financial contribution to meet the demand generated by secondary school pupils	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	There are existing bus stops which serve the development and the policy states: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate.				++	Policy states: Provide an additional stop on the guided busway and/or new / improved pedestrian and cycle links to existing busway stops, and contribute proportionally and meaningfully to increasing passenger capacity on the busway at peak times, subject to full detailed busway service analysis with Transport for Greater Manchester; Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate;		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Ensure that good quality road access is provided into the site. Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate.				++	Policy states: Provide an additional stop on the guided busway and/or new / improved pedestrian and cycle links to existing busway stops, and contribute proportionally and meaningfully to increasing passenger capacity on the busway at peak times, subject to full detailed busway service analysis with Transport for Greater Manchester; Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate;		
		Improve transport connectivity?	++	Policy states: Ensure that good quality road access is provided into the site. Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate.				++	Policy states: Provide an additional stop on the guided busway and/or new / improved pedestrian and cycle links to existing busway stops, and contribute proportionally and meaningfully to increasing passenger capacity on the busway at peak times, subject to full detailed busway service analysis with Transport for Greater Manchester; Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate;		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	+	Policy states: Provide necessary easements for the gas pipeline that crosses the western part of the site.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic Policy GM-E1 & GM-N2	+	Policy states: Provide necessary easements for the gas pipeline that crosses the western part of the site.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	Amendments have been made to policy text, including improving accessibility to the surrounding area and improved transport links. The recommendation is also adequately addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	No mention in policy	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	No mention in policy				O	No mention in policy	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate In relation to green infrastructure policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.				++	In relation to walking and cycling policy states: Provide an additional stop on the guided busway and/or new / improved pedestrian and cycle links to existing busway stops, and contribute proportionally and meaningfully to increasing passenger capacity on the busway at peak times, subject to full detailed busway service analysis with Transport for Greater Manchester; Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate; In relation to green infrastructure policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	+	Policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.				+	Policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy states: Provide new health facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also adequately addressed by thematic policy GM-E5, GM-E6 & GM-E7	+	Policy states: Provide new community and health facilities on-site, potentially as part of a new local centre, or an equivalent financial contribution as appropriate, to meet additional demand generated by the development	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	+	Policy states: Provide new education facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development.				+	Policy states: Provide new education facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development.		
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.				-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.		
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	+	Policy states: Provide new education facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also adequately addressed by thematic policy GM-E4.	+	Policy states: Provide new education facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate				++	Policy states: Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			
		Support the use of sustainable and active modes of transport?	++					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/--	An AQMA is located to the south of the site along the A580 (East Lancashire Road). The policy states: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	No changes made to the policy wording. However, the recommendation is also adequately addressed by thematic Policy GM-S2, GM-S6 & GM-G2	+/--	An AQMA is located to the south of the site along the A580 (East Lancashire Road). The policy states: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	-/+	Site is located within a priority habitat for good quality semi-improved grassland, Pond North of Cleworth Hall site of biological importance and a wildlife corridor The policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north	Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases. Design should consider how to integrate green infrastructure and enhance biodiversity, incorporating existing green infrastructure into the development.	Partially	No changes made to the policy wording. However, the recommendation is also adequately addressed by thematic policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10	-/+ -/+ -/+ -	Site is located within a priority habitat for good quality semi-improved grassland, Pond North of Cleworth Hall site of biological importance and a wildlife corridor The policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north	No change has been made to scoring. No change has been made to scoring. No change has been made to scoring. No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made. When the framework is read as a whole, no further recommendations are made. When the framework is read as a whole, no further recommendations are made. When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	-/+								
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	-/+								
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	-								
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change across GM	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	The site has a negligible proportion within a flood zone (less than 1%). As such the policy makes no reference to flood risk.				O	The site has a negligible proportion within a flood zone (less than 1%). As such the policy makes no reference to flood risk.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	The site has a negligible proportion within a flood zone (less than 1%). As such the policy makes no reference to flood risk.				O	The site has a negligible proportion within a flood zone (less than 1%).		
		Ensure adequate measures are in place to manage existing flood risk?	O	The site has a negligible proportion within a flood zone (less than 1%). As such the policy makes no reference to flood risk.				O	The site has a negligible proportion within a flood zone (less than 1%).		
		Ensure that development does not increase flood risk due to increased run-off rates?	O	The site has a negligible proportion within a flood zone (less than 1%). As such the policy makes no reference to flood risk.				O	The site has a negligible proportion within a flood zone (less than 1%).		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	The site has a negligible proportion within a flood zone (less than 1%). As such the policy makes no reference to flood risk.				O	The site has a negligible proportion within a flood zone (less than 1%).		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the policy wording. However, the recommendation is also adequately addressed by thematic Policy GM-S2, GM-S3 & GM-S4.	+	Reference in policy to cycling and walking: Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy				-/?	No mention in policy		
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy				-/?	No mention in policy		
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+/O	Policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.				+/O	Policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets on the site.	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases.	Partially	No changes made to the policy wording. However, the recommendation is also adequately addressed by thematic Policy GM-G1 & GM-E2	O	There are no heritage assets on the site.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.				O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield in agricultural use	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	No	No changes made to the policy wording. PDL adjacent to the south west of the site has permission for a mix of uses including housing and is being actively redeveloped. There is no other adjacent PDL that can be included within the site boundary and no alternative PDL sites of equal opportunity value in the same locality. There are two small isolated areas of Grade 3a agricultural land within the allocation, but the majority of the land is not identified as best and most versatile.	--	Greenfield in agricultural use	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	The site is Grade 3 Agricultural Land (assumed 3a worst case scenario)	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	No	No changes made to the policy wording. PDL adjacent to the south west of the site has permission for a mix of uses including housing and is being actively redeveloped. There is no other adjacent PDL that can be included within the site boundary and no alternative PDL sites of equal opportunity value in the same locality. There are two small isolated areas of Grade 3a agricultural land within the allocation, but the majority of the land is not identified as best and most versatile.	--	The site is Grade 3 Agricultural Land (assumed 3a worst case scenario)	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	No	No changes made to the policy wording. PDL adjacent to the south west of the site has permission for a mix of uses including housing and is being actively redeveloped. There is no other adjacent PDL that can be included within the site boundary and no alternative PDL sites of equal opportunity value in the same locality. There are two small isolated areas of Grade 3a agricultural land within the allocation, but the majority of the land is not identified as best and most versatile.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	No	No changes made to the policy wording. PDL adjacent to the south west of the site has permission for a mix of uses including housing and is being actively redeveloped. There is no other adjacent PDL that can be included within the site boundary and no alternative PDL sites of equal opportunity value in the same locality. There are two small isolated areas of Grade 3a agricultural land within the allocation, but the majority of the land is not identified as best and most versatile.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is adequately addressed by thematic policy.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic policy Policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).			o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

Pocket Nook

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 600 new homes				+	Policy states: around 600 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	No mention in policy				O	No mention in policy		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	o	No mention in policy	Make reference to opportunities to sustainably connect the site to employment, town centres and green space.	Yes	Amendments have been made to policy text, referencing promoting sustainable access for pedestrians and cyclists.	++	Policy states: Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site;	Scoring has been increased from neutral / no effect to very positive	No further recommendations are made.
		Support improvements in the energy efficiency and resilience of the housing stock?	o	Not referenced in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	o	Not referenced in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	++	Policy states: Provide for around 15,000 sq. m of employment floorspace				++	Policy states: Provide for around 15,000 sq. m of employment floorspace		
		Support education and training to provide a suitable labour force for future growth?	O	No mention in policy	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E4, GM-E5	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	+	Located within 500m of an existing bus stop. No new public transport proposed				++	Located within 500m of an existing bus stop. Policy states: Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site;	Scoring has been increased from positive to very positive	No further recommendations are made.
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	+	Policy states: Deliver a new road through the site from Atherleigh Way to Newton Road, including a new bridge over the HS2 rail line, which can accommodate buses. Be principally served from a new junction on the A579 Atherleigh Way, at a location which will also serve the adjacent site at South of Pennington on the opposite side of the A579				++	Policy states: Deliver or contribute effectively to the delivery of, a new road through the site from A579 Atherleigh Way to A572 Newton Road (via Enterprise Way), including a new bridge over the HS2 rail line as necessary, that is of a design quality to accommodate bus services, safeguarding the route for future construction where applicable; Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site;	Scoring has been increased from positive to very positive	No further recommendations are made.
		Improve transport connectivity?	+	Policy states: Deliver a new road through the site from Atherleigh Way to Newton Road, including a new bridge over the HS2 rail line, which can accommodate buses. Be principally served from a new junction on the A579 Atherleigh Way, at a location which will also serve the adjacent site at South of Pennington on the opposite side of the A579				++	Policy states: Deliver or contribute effectively to the delivery of, a new road through the site from A579 Atherleigh Way to A572 Newton Road (via Enterprise Way), including a new bridge over the HS2 rail line as necessary, that is of a design quality to accommodate bus services, safeguarding the route for future construction where applicable; Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site;	Scoring has been increased from positive to very positive	No further recommendations are made.
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	O	No reference in the policy	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	O	No reference in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	Amendments have been made to policy text, including improving accessibility to the surrounding area and improved transport links. The recommendation is also addressed by thematic Policy GM-E1, GM-E4, GM-E5 & GM-P1 . This policy / appropriate thematic policy could be strengthened by specific reference to tackling deprivation.	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	Nothing proposed	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 and Chapter 9 of the GMSF	O	Nothing proposed	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	Nothing proposed				O	Nothing proposed	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	O	No mention in policy	Ensure that the policy makes reference to site specific sustainable modes of transport and green infrastructure, including specifically access to green space	Yes	Amendments have been made to policy text, referencing promoting sustainable access for pedestrians and cyclists. The recommendation is also addressed by thematic Policy GM-E5 & GM-E6	++	Policy states: Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site;	Scoring has been increased from neutral / no effect to very positive	No further recommendations are made.
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	O	No mention in policy	The policy should be clear on the provision of green space on site and access links that are needed to surrounding areas.	Yes	Amendments have been made to policy text, referencing promoting sustainable access for pedestrians and cyclists. The recommendation is also addressed by thematic Policy GM-G2 & GM-G6	O	Policy states: Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site; Protect and enhance the environs of Carr Brook through the creation of a green infrastructure corridor;	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also addressed by thematic policy GM-E5, GM-E6 & GM-E7	-/?	No mention of new facilities.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	-/?					-/?		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	-/?					-/?		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages		Amendments have been made to policy text, including the need for a masterplan. The recommendation is also addressed by thematic policy GM-E4.	-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	-	There is no mention of connectivity to facilities or employment within the policy.	Ensure that the policy makes reference to the provision of sustainable modes of transport and connectivity. This should be prioritised above vehicular use to promote sustainable transport.	Yes	Amendments have been made to policy text, referencing promoting sustainable access for pedestrians and cyclists. The recommendation is also addressed by thematic Policy GM-E1, GM-G2, GM-N4, GM-N5 & GM-N7	++	Policy states: Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site;	Scoring has been increased from neutral / no effect to very positive	No further recommendations are made.
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	+	Policy makes reference to bus services.				+	Policy makes reference to bus services.		
		Support the use of sustainable and active modes of transport?	+	There is a reference to bus services however no mention of active travel.	Ensure that the policy makes reference to the provision of sustainable modes of transport and connectivity. This should be prioritised above vehicular use to promote sustainable transport.	Yes	Amendments have been made to policy text, referencing promoting sustainable access for pedestrians and cyclists. The recommendation is also addressed by thematic Policy GM-E1, GM-G2, GM-N4, GM-N5 & GM-N7	++	Policy states: Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site;	Scoring has been increased from neutral / no effect to very positive	No further recommendations are made.
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	--	An AQMA is located to the south of the site along the A577 (Wigan Road) at the junction with the B5235. A further AQMA is located further south some 400m away along Atherleigh Way at the junction with Lovers Lane.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	No changes made to the policy wording. However, the recommendation is addressed by thematic Policy GM-S2, GM-S6 & GM-G2	--	An AQMA is located to the south of the site along the A577 (Wigan Road) at the junction with the B5235. A further AQMA is located further south some 400m away along Atherleigh Way at the junction with Lovers Lane.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	o	No wildlife designations on the site No mention in policy	Design should consider how to integrate green infrastructure and enhance biodiversity, incorporating existing green infrastructure into the development.	Yes	Amendments have been made to policy text, referencing protection and enhancement and the creation of a green infrastructure corridor. The recommendation is also addressed by thematic Policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10	+	No wildlife designations on the site Policy states: 7.Protect and enhance the environs of Carr Brook through the creation of a green infrastructure corridor	Scoring has been increased from neutral / no effect to positive	No further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	o		Design should consider how to integrate green infrastructure and enhance biodiversity, incorporating existing green infrastructure into the development.			o		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	o		Design should consider how to integrate green infrastructure and enhance biodiversity, incorporating existing green infrastructure into the development.			+		Scoring has been increased from neutral / no effect to positive	No further recommendations are made.
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	o		Design should consider how to integrate green infrastructure and enhance biodiversity, incorporating existing green infrastructure into the development.			+		Scoring has been increased from neutral / no effect to positive	No further recommendations are made.
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	-	A section of the site towards the centre is within Flood Risk Zone 2 and 3.	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Partially	No changes made to the policy wording. However, the recommendation is addressed by thematic Policy GM-S5. In addition, the boundary to the north of the site has been modified.	-	A section of the site towards the centre is within Flood Risk Zone 2 and 3.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	-	No reference to mitigation in policy				-	No reference to mitigation in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure adequate measures are in place to manage existing flood risk?	-					-		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure that development does not increase flood risk due to increased run-off rates?	-					-		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	-					-		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	+/O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. Policy states: Ensure that groundwater resources are not jeopardised through the construction process or uses thereafter.				+/O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses. Policy states: Ensure that groundwater resources are not jeopardised through the construction process or uses thereafter.		
		Promote management practices that will protect water features from pollution?	+/O	As above				+/O	As above		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	The policy makes reference to accommodating buses.	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport. There are opportunities to promote public transport further and include active travel in the policy.	Partially	No changes made to the policy wording. However, the recommendation is also addressed by thematic Policy GM-S2, GM-S3 & GM-S4.	+	Policy states: Ensure safe and convenient access for pedestrians and cyclists within the site and to services in Lowton, including Lowton High School, employment sites, neighbouring housing areas and green spaces within and adjacent to the site;	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	O	No mention in policy		Partially	No changes made to the policy wording. However, the recommendation is also addressed by thematic Policy GM-S2 & GM-S3.	O		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	O	No mention in policy				O		No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O	No mention in policy	Ensure the policy is designed to take advantage of the natural landscape assets and connections to these both on and off site.	Yes	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also addressed by thematic policy GM-G1, GM-G2, GM-G6 & GM-E2. In addition the boundary of the allocation has been modified and new criteria added relating to the protection and enhancement of the environs of Carr Brook and to ensure that the heritage setting of the Grade II Listed Fair House Farmhouse is retained or enhanced.	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Conserve and enhance the historic environment, heritage assets and their setting?	-	Grade II listed building Fair House Farmhouse in the north of the site. No reference to mitigation in the policy	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases, particularly to Fair House Farmhouse in the north.	Yes	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also addressed by thematic policy GM-G1 & GM-E2. In addition the boundary of the allocation has been modified and new criteria added relating to the protection and enhancement of the environs of Carr Brook and to ensure that the heritage setting of the Grade II Listed Fair House Farmhouse is retained or enhanced.	-	Grade II listed building Fair House Farmhouse in the north of the site. No reference to mitigation in the policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.	Ensure the policy is designed to take advantage of the natural landscape assets and connections to these both on and off site and also townscape assets that are present.	Partially	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also addressed by thematic policy GM-G1.	O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield in agricultural use	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	No	No changes made to the policy wording. PDL adjacent to the south west of the site has permission for a mix of uses including housing and is being actively redeveloped. There is no other adjacent PDL that can be included within the site boundary and no alternative PDL sites of equal opportunity value in the same locality. There are two small isolated areas of Grade 3a agricultural land within the allocation, but the majority of the land is not identified as best and most versatile.	--	Greenfield in agricultural use	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	The site is Grade 3 Agricultural Land (assumed 3a worst case scenario)	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	No	No changes made to the policy wording. PDL adjacent to the south west of the site has permission for a mix of uses including housing and is being actively redeveloped. There is no other adjacent PDL that can be included within the site boundary and no alternative PDL sites of equal opportunity value in the same locality. There are two small isolated areas of Grade 3a agricultural land within the allocation, but the majority of the land is not identified as best and most versatile.	--	The site is Grade 3 Agricultural Land (assumed 3a worst case scenario)	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	No	No changes made to the policy wording. PDL adjacent to the south west of the site has permission for a mix of uses including housing and is being actively redeveloped. There is no other adjacent PDL that can be included within the site boundary and no alternative PDL sites of equal opportunity value in the same locality. There are two small isolated areas of Grade 3a agricultural land within the allocation, but the majority of the land is not identified as best and most versatile.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	No	No changes made to the policy wording. PDL adjacent to the south west of the site has permission for a mix of uses including housing and is being actively redeveloped. There is no other adjacent PDL that can be included within the site boundary and no alternative PDL sites of equal opportunity value in the same locality. There are two small isolated areas of Grade 3a agricultural land within the allocation, but the majority of the land is not identified as best and most versatile.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).			o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

West of Gibfield

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	+	Policy states: around 700 new homes				+	Policy states: around 500 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	No mention in policy				O	No mention in policy		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	++	Policy states: Provide a substantive accessible green infrastructure corridor and country park. Contribute effectively to a new road bridge across the railway in partnership with the Chequerbent development to the north, for access thereafter to the A6 and M61 (A new link road from Atherleigh Way / Gibfield Park Way in Atherton to junction 5 of theM61, via the Chequerbent junction on the A6) Ensure good access for pedestrians and cyclists to Daisy Hill railway station and to local bus services				++	Policy states: Provide a substantive accessible green infrastructure corridor and country park on land remaining in the Green Belt within the allocation, and ensure ongoing arrangements for its maintenance, agreed with the Council; Provide highway improvement measures at the junction of the A577 and Gibfield Park Way, and make effective contributions towards highway improvement measures including at Platt Lane and/or Chequerbent roundabout / Junction 5 of the M61 in Bolton, necessary to mitigate the development; Ensure convenient and safe access for pedestrians and cyclists to local bus services and to Daisy Hill and Hag Fold rail stations, and contribute appropriately to improved passenger facilities at those rail stations, as applicable		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	No mention in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	O	No mention in policy	No change has been made to scoring.	No further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Policy states: Provide a location for around 45,500 sqm of B1, B2 and/or B8 employment floorspace in the south east of the allocation, as a logical extension to the existing Gibfield Park Industrial Area, served primarily from Gibfield Park Way				O	Policy states: Provide a location for around 45,500 sqm of B1, B2 and/or B8 employment floorspace in the south east of the allocation, as a logical extension to the existing Gibfield Park Industrial Area, served primarily from Gibfield Park Way		
		Support education and training to provide a suitable labour force for future growth?	O	No mention in policy	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-P1, GM-E4, GM-E5	O	No mention in policy	No change has been made to scoring.	No further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	Policy states: Ensure good access for pedestrians and cyclists to Daisy Hill railway station and to local bus services. The policy also states: This development is required to ensure good access to Daisy Hill station for pedestrians and cyclist and contribute appropriately to service improvements				++	Policy states: Provide highway improvement measures at the junction of the A577 and Gibfield Park Way, and make effective contributions towards highway improvement measures including at Platt Lane and/or Chequerbent roundabout / Junction 5 of the M61 in Bolton, necessary to mitigate the development; Ensure convenient and safe access for pedestrians and cyclists to local bus services and to Daisy Hill and Hag Fold rail stations, and contribute appropriately to improved passenger facilities at those rail stations, as applicable		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Ensure good access for pedestrians and cyclists to Daisy Hill and Hag Fold railway stations and to local bus services. Actively support the delivery of strategic improvements to service provision from Daisy Hill station. Extend Gibfield Park Way northwards to the railway and contribute effectively to a new road bridge across the railway in partnership with the Chequerbent development to the north, for access thereafter to the A6 and M61				++	Policy states: Provide highway improvement measures at the junction of the A577 and Gibfield Park Way, and make effective contributions towards highway improvement measures including at Platt Lane and/or Chequerbent roundabout / Junction 5 of the M61 in Bolton, necessary to mitigate the development; Ensure convenient and safe access for pedestrians and cyclists to local bus services and to Daisy Hill and Hag Fold rail stations, and contribute appropriately to improved passenger facilities at those rail stations, as applicable		
		Improve transport connectivity?	++	Policy states: Ensure good access for pedestrians and cyclists to Daisy Hill and Hag Fold railway stations and to local bus services. Actively support the delivery of strategic improvements to service provision from Daisy Hill station. Extend Gibfield Park Way northwards to the railway and contribute effectively to a new road bridge across the railway in partnership with the Chequerbent development to the north, for access thereafter to the A6 and M61				++	Policy states: Provide highway improvement measures at the junction of the A577 and Gibfield Park Way, and make effective contributions towards highway improvement measures including at Platt Lane and/or Chequerbent roundabout / Junction 5 of the M61 in Bolton, necessary to mitigate the development; Ensure convenient and safe access for pedestrians and cyclists to local bus services and to Daisy Hill and Hag Fold rail stations, and contribute appropriately to improved passenger facilities at those rail stations, as applicable		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Provide easements for the significant utilities infrastructure running through the site.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 & GM-N2	++	Policy states: Provide easements for the significant utilities infrastructure running through the site.		
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	o	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	Amendments have been made to policy text, including improving accessibility to the surrounding area and improved transport links. The recommendation is also addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1	o	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	o	Cannot be certain that development will affect deprived areas.				o	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	No mention in policy	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic Policy GM-E1 and Chapter 9 of the GMSF	O	No mention in policy	No change has been made to scoring.	No further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	No mention in policy				O	No mention in policy	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Ensure good access for pedestrians and cyclists to Daisy Hill and Hag Fold railway stations and to local bus services In relation to green infrastructure policy states: Make appropriate provision within that green infrastructure for Great Crested Newts sufficient to mitigate the development. Provide a substantive accessible green infrastructure corridor and country park from Wigan Road (Small Brook) in the south across Schofield Lane to the Atherton railway line in the north, east of Daisy Hill, on land remaining in the Green Belt, and ensure ongoing arrangement for maintenance.				++	Policy states: Provide a substantive accessible green infrastructure corridor and country park on land remaining in the Green Belt within the allocation, and ensure ongoing arrangements for its maintenance, agreed with the Council; Provide highway improvement measures at the junction of the A577 and Gibfield Park Way, and make effective contributions towards highway improvement measures including at Platt Lane and/or Chequerbent roundabout / Junction 5 of the M61 in Bolton, necessary to mitigate the development; Ensure convenient and safe access for pedestrians and cyclists to local bus services and to Daisy Hill and Hag Fold rail stations, and contribute appropriately to improved passenger facilities at those rail stations, as applicable		
		Reduce health inequalities within GM and with the rest of England?	o	Strategic aim which is not likely to be affected by site proposals.				o	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	++	Policy states: Make appropriate provision within that green infrastructure for Great Crested Newts sufficient to mitigate the development. Provide a substantive accessible green infrastructure corridor and country park from Wigan Road (Small Brook) in the south across Schofield Lane to the Atherton railway line in the north, east of Daisy Hill, on land remaining in the Green Belt, and ensure ongoing arrangement for maintenance.				++	Policy states: Make appropriate provision within that green infrastructure for Great Crested Newts sufficient to mitigate the development. Provide a substantive accessible green infrastructure corridor and country park from Wigan Road (Small Brook) in the south across Schofield Lane to the Atherton railway line in the north, east of Daisy Hill, on land remaining in the Green Belt, and ensure ongoing arrangement for maintenance.		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also addressed by thematic policy GM-E5, GM-E6 & GM-E7	-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity	No change has been made to scoring.	No further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	-/?					-/?		No change has been made to scoring.	No further recommendations are made.
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	-/?					-/?		No change has been made to scoring.	No further recommendations are made.
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also addressed by thematic policy GM-E4,.	-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity	No change has been made to scoring.	No further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Ensure good access for pedestrians and cyclists to Daisy Hill and Hag Fold railway stations and to local bus services. In addition, actively support the delivery of strategic improvements to service provision from Daisy Hill station.				++	Policy states: Ensure convenient and safe access for pedestrians and cyclists to local bus services and to Daisy Hill and Hag Fold rail stations, and contribute appropriately to improved passenger facilities at those rail stations, as applicable		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			
		Support the use of sustainable and active modes of transport?	++					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/--	An AQMA is located to the south of the site along the A577 (Wigan Road) at the junction with the B5235. A further AQMA is located further south some 400m away along Atherleigh Way at the junction with Lovers Lane. The policy states: Ensure good access for pedestrians and cyclists to Daisy Hill and Hag Fold railway stations and to local bus services. In addition, actively support the delivery of strategic improvements to service provision from Daisy Hill station.	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	No changes made to the policy wording. However, the recommendation is addressed by thematic Policy GM-S2, GM-S6 & GM-G2	+/--	An AQMA is located to the south of the site along the A577 (Wigan Road) at the junction with the B5235. A further AQMA is located further south some 400m away along Atherleigh Way at the junction with Lovers Lane. The policy states: Ensure convenient and safe access for pedestrians and cyclists to local bus services and to Daisy Hill and Hag Fold rail stations, and contribute appropriately to improved passenger facilities at those rail stations, as applicable	No change has been made to scoring.	No further recommendations are made.
11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	++	Site is located within a site of biological interest and a wildlife corridor. The policy reflects this stating: Provide a substantive accessible green infrastructure corridor and country park from Wigan Road (Small Brook) in the south across Schofield Lane to the Atherton railway line in the north, east of Daisy Hill, on land remaining in the Green Belt, and ensure ongoing arrangements for maintenance. Make appropriate provision within that green infrastructure for great				++	Site is located within a site of biological interest and a wildlife corridor. The policy reflects this stating: Provide a high quality, landscaped corridor along Gibfield Park Way, through the planting of street trees and other strategic landscaping; Provide a substantive accessible green infrastructure corridor and country park on land remaining in the Green Belt within the allocation, and ensure ongoing arrangements for its maintenance, agreed with the Council;		
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	++					++			
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	++					++			
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	++					++			

12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	Policy states: Minimal flood risk identified for the site and the policy makes no reference to flood risk.				O	No mention in policy	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	-	A small portion of the site to the west is within Flood Risk Zone 2 and 3 to the immediate east of Lower Leigh Road. No reference to mitigation in policy	A suitable flood risk assessment may be required and associated mitigation in order to prevent the Flood zone expanding.	Partially	No changes made to the policy wording. However, the recommendation is addressed by thematic Policy GM-S5.	-	A small portion of the site to the west is within Flood Risk Zone 2 and 3 to the immediate east of Lower Leigh Road. No reference to mitigation in policy		
		Ensure adequate measures are in place to manage existing flood risk?	-	A small portion of the site to the west is within Flood Risk Zone 2 and 3 to the immediate east of Lower Leigh Road. No reference to mitigation in policy	Appropriate flood risk mitigation should be implemented (in line with best practice) for all developments that are within or near to areas of flood risk	Partially	No changes made to the policy wording. However, the recommendation is addressed by thematic Policy GM-S5.	-	A small portion of the site to the west is within Flood Risk Zone 2 and 3 to the immediate east of Lower Leigh Road. No reference to mitigation in policy		
		Ensure that development does not increase flood risk due to increased run-off rates?	-	A small portion of the site to the west is within Flood Risk Zone 2 and 3 to the immediate east of Lower Leigh Road. No reference to mitigation in policy				-	A small portion of the site to the west is within Flood Risk Zone 2 and 3 to the immediate east of Lower Leigh Road. No reference to mitigation in policy		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	-	A small portion of the site to the west is within Flood Risk Zone 2 and 3 to the immediate east of Lower Leigh Road. No reference to mitigation in policy				-	A small portion of the site to the west is within Flood Risk Zone 2 and 3 to the immediate east of Lower Leigh Road. No reference to mitigation in policy		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	?	This is a consideration for detailed design and thematic policy.				?	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking, in addition to improvements to service provision from Daisy Hill station	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the policy wording. However, the recommendation is also addressed by thematic policy GM-S2, GM-S3 & GM-S4.	+	Policy states: Ensure convenient and safe access for pedestrians and cyclists to local bus services and to Daisy Hill and Hag Fold rail stations, and contribute appropriately to improved passenger facilities at those rail stations, as applicable	No change has been made to scoring.	No further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy		Partially	No changes made to the policy wording. However, the recommendation is also addressed by thematic Policy GM-S2 & GM-S3.	-/?	No mention in policy	No change has been made to scoring.	No further recommendations are made.
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy				-/?	No mention in policy	No change has been made to scoring.	No further recommendations are made.
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	O/-	Policy states: Policy states that it shall safeguard the amenity of existing and future homes from the employment development, through appropriate screening and landscaping.	Ensure the policy is designed to take advantage of the natural landscape assets and connections to these both on and off site.	Yes	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also addressed by thematic policy GM-G1, GM-G2, GM-G6 & GM-E2	O/-	Policy states: Policy states that it shall safeguard the amenity of existing and future homes from the employment development, through appropriate screening and landscaping.	No change has been made to scoring.	No further recommendations are made.
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets on the site.	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases, particularly to Fair House Farmhouse in the north.	Yes	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also addressed by thematic policy GM-G1 & GM-E2.	O	There are no heritage assets on the site.	No change has been made to scoring.	No further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.	Ensure the policy is designed to take advantage of the natural landscape assets and connections to these both on and off site and also townscape assets that are present.	Yes	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also addressed by thematic policy GM-G1.	O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.	No change has been made to scoring.	No further recommendations are made.
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield in agricultural use	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	No	No changes made to the policy wording. There is a history of mining and spoil on the site which will have implications for proposed development. The agricultural land at the site has limited value given the site's past history as a coal mine and associated spoil. It is not identified as best and most versatile	--	Greenfield in agricultural use	No change has been made to scoring.	No further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	The site is Grade 3 Agricultural Land (assumed 3a worst case scenario)	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	No	No changes made to the policy wording. There is a history of mining and spoil on the site which will have implications for proposed development. The agricultural land at the site has limited value given the site's past history as a coal mine and associated spoil. It is not identified as best and most versatile	--	The site is Grade 3 Agricultural Land (assumed 3a worst case scenario)	No change has been made to scoring.	No further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	No	No changes made to the policy wording. There is a history of mining and spoil on the site which will have implications for proposed development. The agricultural land at the site has limited value given the site's past history as a coal mine and associated spoil. It is not identified as best and most versatile	--	Greenfield	No change has been made to scoring.	No further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield	As above	No	No changes made to the policy wording. There is a history of mining and spoil on the site which will have implications for proposed development. The agricultural land at the site has limited value given the site's past history as a coal mine and associated spoil. It is not identified as best and most versatile	--	Greenfield	No change has been made to scoring.	No further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is addressed by thematic policy.	o	No mention in policy	No change has been made to scoring.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is addressed by thematic policy GM-S7.	o	No mention in policy	No change has been made to scoring.	No further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	As above			o	No mention in policy	No change has been made to scoring.	No further recommendations are made.

Appendix E

Summary of Changes to Policies

E1 Thematic Policies

Changes made to the Thematic Policies as a result of the Integrated Assessment of the 2019 draft GMSF. The table below sets out the changes which GMCA has made to the thematic policies in the 2020 draft GMSF as a result of the IA in the 2019 draft GMSF.

2020 Policy reference	Reference used in 2019 IA*	**Policy name**	**GMCA Changes Made to 2020 draft GMSF**
		Strategic Objectives	The Strategic Objectives evolved following the 2019 GMSF consultation and previous IA recommendations in 2019. However, their core ambitions remained the same with changes made to sub-objectives and their measurements of success. The GMSF 2019 IA appraised 12 Strategic Objectives however, following the comments and mitigation, the objectives were re-cast to the nine presented in the 2019 draft GMSF. Objective 10 is the only new policy.
Our Strategy			
GM-Strat 1	GM-Strat 1	Core Growth Area	Policy text changes following IA mitigation from 2019
GM-Strat 2	GM-Strat 2	City Centre	Policy text changes following IA mitigation from 2019
GM-Strat 3	GM-Strat 3	The Quays	Policy text changes following IA mitigation from 2019
GM-Strat4	GM-Strat4	Port Salford	Policy text changes following IA mitigation from 2019
GM-Strat 5	GM-Strat 5	Inner Areas	Policy text changes following IA mitigation from 2019

2020 Policy reference	Reference used in 2019 IA*	**Policy name**	**GMCA Changes Made to 2020 draft GMSF**
GM-Strat 6	GM-Strat 6	Northern Areas	Policy text changes following IA mitigation from 2019
GM-Strat 7	GM-Strat 7	M62 North-East Corridor	Policy text changes following IA mitigation from 2019
GM-Strat 8	GM-Strat 8	Wigan-Bolton Growth Corridor	Policy text changes following IA mitigation from 2019
GM-Strat 9	GM-Strat 9	Southern Areas	Policy text changes following IA mitigation from 2019
GM-Strat 10	GM-Strat 10	Manchester Airport	Policy text changes following IA mitigation from 2019
GM-Strat 11	GM-Strat 11	New Carrington	Policy text changes following IA mitigation from 2019
GM-Strat 12	GM-Strat 12	Main Town Centres	Policy text changes following IA mitigation from 2019
GM-Strat 13	GM-Strat 13	Strategic Green Infrastructure	Policy text changes following IA mitigation from 2019
GM-Strat 14	GM-Strat 14	A sustainable and integrated Transport Network	Policy text changes following IA mitigation from 2019
A sustainable and resilient Greater Manchester			
GM-S 1	GMSUS1	Sustainable development	No policy text changes following IA mitigation from 2019
GM-S 2	GMSUS2	Carbon and Energy	No policy text changes following IA mitigation from 2019
GM-S 3	SRGM3	Heat and Energy Networks	No policy text changes following IA mitigation from 2019
GM-S 4	GMSUS3	Resilience	No policy text changes following IA mitigation from 2019

Mosley Common

			2019					2020			
Ref	Objective	Assessment criteria....will the GMSF (site)	Score	2019 Explanation from GM mapping + policy wording	2019 Mitigation	Has 2019 mitigation been addressed? (Yes/Partially/No)	Commentary on changes made since 2019	Score	2020 Explanation from GM mapping + policy wording	2020 Summary of new scoring	Residual recommendation
1	Provide a sustainable supply of housing land including for an appropriate mix of sizes, types, tenures in locations to meet housing need, and to support economic growth	Ensure an appropriate quantity of housing land to meet the objectively assessed need for market and affordable housing?	++	Policy states: around 1,200 new homes				++	Policy states: around 1,100 new homes		
		Ensure an appropriate mix of types, tenures and sizes of properties in relation to the respective levels of local demand?	O	No mention in policy				O	No mention in policy		
		Ensure housing land is well-connected with employment land, centres and green space or co-located where appropriate?	+	Policy states: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway				+	Policy states: Provide an additional stop on the guided busway and/or new / improved pedestrian and cycle links to existing busway stops, and contribute proportionally and meaningfully to increasing passenger capacity on the busway at peak times, subject to full detailed busway service analysis with Transport for Greater Manchester		
		Support improvements in the energy efficiency and resilience of the housing stock?	O	No mention in policy	Make specific reference to energy efficiency of the housing stock	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic policy GM-S2, GM-S3, GM-S4 & GM-S5	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
2	Provide a sustainable supply of employment land to ensure sustainable economic growth and job creation	Meet current and future demand for employment land across GM?	O	Housing only				O	Housing only		
		Support education and training to provide a suitable labour force for future growth?	O	Provide new education facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development	Consider how housing land can enhance work force skills and training, such as through construction jobs.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic policy GM-P1, GM-E4, GM-E5	O	Policy states: 8.Provide new primary education facilities on-site, as a new school and/or as an expansion to St John's Mosley Common Primary School, unless it is determined by the council that it is not needed; and provide a financial contribution to meet the demand generated by secondary school pupils	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Provide sufficient employment land in locations that are well-connected and well-served by infrastructure?	++	There are existing bus stops which serve the development and the policy states: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate.				++	Policy states: Provide an additional stop on the guided busway and/or new / improved pedestrian and cycle links to existing busway stops, and contribute proportionally and meaningfully to increasing passenger capacity on the busway at peak times, subject to full detailed busway service analysis with Transport for Greater Manchester; Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate;		
3	Ensure that there is sufficient coverage and capacity of transport and utilities to support growth and development	Ensure that the transport network can support and enable the anticipated scale and spatial distribution of development?	++	Policy states: Ensure that good quality road access is provided into the site. Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate.				++	Policy states: Provide an additional stop on the guided busway and/or new / improved pedestrian and cycle links to existing busway stops, and contribute proportionally and meaningfully to increasing passenger capacity on the busway at peak times, subject to full detailed busway service analysis with Transport for Greater Manchester; Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate;		
		Improve transport connectivity?	++	Policy states: Ensure that good quality road access is provided into the site. Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate.				++	Policy states: Provide an additional stop on the guided busway and/or new / improved pedestrian and cycle links to existing busway stops, and contribute proportionally and meaningfully to increasing passenger capacity on the busway at peak times, subject to full detailed busway service analysis with Transport for Greater Manchester; Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate;		
		Ensure that utilities / digital infrastructure can support and enable the anticipated scale and spatial distribution of development?	+	Policy states: Provide necessary easements for the gas pipeline that crosses the western part of the site.	Consider feasibility study into requirements and ability of local network to support development	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic Policy GM-E1 & GM-N2	+	Policy states: Provide necessary easements for the gas pipeline that crosses the western part of the site.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
4	Reduce levels of deprivation and disparity	Reduce the proportion of people living in deprivation?	O	Cannot be certain that development will affect deprived areas.	Benefits such as creation of construction and operational employment, or improved transport links or increases in the range of community facilities, should consider deprived areas. Where possible such benefits should be maximised to help bring about long term benefits for deprived areas.	Partially	Amendments have been made to policy text, including improving accessibility to the surrounding area and improved transport links. The recommendation is also adequately addressed by thematic policy GM-E1, GM-E4, GM-E5 & GM-P1	O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Support reductions in poverty (including child and fuel poverty), deprivation and disparity across the domains of the Indices of Multiple Deprivation?	O	Cannot be certain that development will affect deprived areas.				O	Cannot be certain that development will affect deprived areas.	No change has been made to scoring.	It is considered that reducing levels of deprivation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
5	Promote equality of opportunity and the elimination of discrimination	Foster good relations between different people?	O	No mention in policy	The allocation policy could reference integration with existing communities and also encourage the provision of varied tenures within the development.	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic policy GM-E1 and Chapter 9 of the GMSF	O	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure equality of opportunity and equal access to facilities / infrastructure for all?	O	No mention in policy				O	No mention in policy	No change has been made to scoring.	It is considered that accessibility is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Ensure no discrimination based on 'protected characteristics', as defined in the Equality Act 2010?	O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics				O	Policy does not mention this, it is assumed that it is too high level to affect unprotected characteristics		
		Ensure that the needs of different areas, (namely urban, suburban, urban fringe and rural) are equally addressed?	O	Each allocation is within a specific location and therefore is within one area type.				O	Each allocation is within a specific location and therefore is within one area type.		
6	Support improved health and wellbeing of the population and reduce health inequalities	Support healthier lifestyles and support improvements in determinants of health?	++	In relation to walking and cycling policy states: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate In relation to green infrastructure policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.				++	In relation to walking and cycling policy states: Provide an additional stop on the guided busway and/or new / improved pedestrian and cycle links to existing busway stops, and contribute proportionally and meaningfully to increasing passenger capacity on the busway at peak times, subject to full detailed busway service analysis with Transport for Greater Manchester; Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate; In relation to green infrastructure policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.		
		Reduce health inequalities within GM and with the rest of England?	O	Strategic aim which is not likely to be affected by site proposals.				O	Strategic aim which is not likely to be affected by site proposals.		
		Promote access to green space?	+	Policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.				+	Policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.		
7	Ensure access to and provision of appropriate social infrastructure	Ensure people are adequately served by key healthcare facilities, regardless of socio-economic status?	+	Policy states: Provide new health facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also adequately addressed by thematic policy GM-E5, GM-E6 & GM-E7	+	Policy states: Provide new community and health facilities on-site, potentially as part of a new local centre, or an equivalent financial contribution as appropriate, to meet additional demand generated by the development	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Ensure sufficient access to educational facilities for all children?	+	Policy states: Provide new education facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development.				+	Policy states: Provide new education facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development.		
		Promote access to and provision of appropriate community social infrastructure including playgrounds and sports facilities?	-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.				-/?	No mention of new facilities. Assuming new population requires access to existing facilities, there is a risk to capacity.		
8	Support improved educational attainment and skill levels for all	Improve education levels of children in the area, regardless of their background?	+	Policy states: Provide new education facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development.	Ensure any new provision is accessible to all and that local capacity is considered throughout future masterplanning stages	Partially	Amendments have been made to policy text, including the need for a masterplan. The recommendation is also adequately addressed by thematic policy GM-E4.	+	Policy states: Provide new education facilities on-site, or an equivalent financial contribution if appropriate, to meet additional demand generated by the development.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Improve educational and skill levels of the population of working age?	O	No mention in policy				O	No mention in policy		
9	Promote sustainable modes of transport	Reduce the need to travel and promote efficient patterns of movement?	++	Policy states: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate				++	Policy states: Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where		
		Promote a safe and sustainable public transport network that reduces reliance on private motor vehicles?	++					++			
		Support the use of sustainable and active modes of transport?	++					++			
10	Improve air quality	Improve air quality within Greater Manchester, particularly in the 10 Air Quality Management Areas (AQMAs)?	+/--	An AQMA is located to the south of the site along the A580 (East Lancashire Road). The policy states: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate	Seek to minimise the number of trips made by private car to/from the site. Consider use of mitigation solutions including green infrastructure, incentivising electric vehicles and/or masterplan layout which reduces emissions near sensitive receptors.	Partially	No changes made to the policy wording. However, the recommendation is also adequately addressed by thematic Policy GM-S2, GM-S6 & GM-G2	+/--	An AQMA is located to the south of the site along the A580 (East Lancashire Road). The policy states: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

11	Conserve and enhance biodiversity, green infrastructure and geodiversity assets	Provide opportunities to enhance new and existing wildlife and geological sites?	-/+	Site is located within a priority habitat for good quality semi-improved grassland, Pond North of Cleworth Hall site of biological importance and a wildlife corridor The policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north	Consider ecological receptors throughout detailed design to reduce risk throughout construction and operational phases. Design should consider how to integrate green infrastructure and enhance biodiversity, incorporating existing green infrastructure into the development.	Partially	No changes made to the policy wording. However, the recommendation is also adequately addressed by thematic policy GM-G2, GM-G6, GM-G8, GM-G9 & GM-G10	-/+ -/+ -/+ -	Site is located within a priority habitat for good quality semi-improved grassland, Pond North of Cleworth Hall site of biological importance and a wildlife corridor The policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north	No change has been made to scoring. No change has been made to scoring. No change has been made to scoring. No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made. When the framework is read as a whole, no further recommendations are made. When the framework is read as a whole, no further recommendations are made. When the framework is read as a whole, no further recommendations are made.
		Avoid damage to or destruction of designated wildlife sites, habitats and species and protected and unique geological features?	-/+								
		Support and enhance existing multifunctional green infrastructure and / or contribute towards the creation of new multifunctional green infrastructure?	-/+								
		Ensure access to green infrastructure providing opportunities for recreation, amenity and tranquillity?	-								
12	Ensure communities, developments and infrastructure are resilient to the effects of expected climate change across GM	Ensure that communities, existing and new developments and infrastructure systems are resilient to the predicted effects of climate change across GM?	O	The site has a negligible proportion within a flood zone (less than 1%). As such the policy makes no reference to flood risk.				O	The site has a negligible proportion within a flood zone (less than 1%). As such the policy makes no reference to flood risk.	No change has been made to scoring.	It is considered that climate change adaptation is integrated into an appropriate Thematic policy to ensure this objective is achieved.
13	Reduce the risk of flooding to people and property	Restrict the development of property in areas of flood risk?	O	The site has a negligible proportion within a flood zone (less than 1%). As such the policy makes no reference to flood risk.				O	The site has a negligible proportion within a flood zone (less than 1%).		
		Ensure adequate measures are in place to manage existing flood risk?	O	The site has a negligible proportion within a flood zone (less than 1%). As such the policy makes no reference to flood risk.				O	The site has a negligible proportion within a flood zone (less than 1%).		
		Ensure that development does not increase flood risk due to increased run-off rates?	O	The site has a negligible proportion within a flood zone (less than 1%). As such the policy makes no reference to flood risk.				O	The site has a negligible proportion within a flood zone (less than 1%).		
		Ensure development is appropriately future proof to accommodate future levels of flood risk including from climate change?	O	The site has a negligible proportion within a flood zone (less than 1%). As such the policy makes no reference to flood risk.				O	The site has a negligible proportion within a flood zone (less than 1%).		
14	Protect and improve the quality and availability of water resources	Encourage compliance with the Water Framework Directive?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Promote management practices that will protect water features from pollution?	O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.				O	All development is assumed to follow best practice with regards water management, flood risk and (potential) impacts on watercourses.		
		Avoid consuming greater volumes of water resources than are available to maintain a healthy environment?	O	This is a consideration for detailed design and thematic policy.				O	This is a consideration for detailed design and thematic policy.		
15	Increase energy efficiency, encourage low-carbon generation and reduce greenhouse gas emissions	Encourage reduction in energy use and increased energy efficiency?	+	Reference in policy to cycling and walking: Ensure good quality access for pedestrians and cyclists to services in Tyldesley and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate	Make reference to energy efficiency directly and ways that it can be increased, such as highlighting the benefits of sustainable modes of transport	Partially	No changes made to the policy wording. However, the recommendation is also adequately addressed by thematic Policy GM-S2, GM-S3 & GM-S4.	+	Reference in policy to cycling and walking: Ensure safe and convenient access for pedestrians and cyclists to services and amenities in Tyldesley, Mosley Common and Ellenbrook, and to bus services on the surrounding road network and guided busway, through the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the development of low carbon and renewable energy facilities, including as part of conventional developments?	-/?	No mention in policy				-/?	No mention in policy		
		Promote a proactive reduction in direct and indirect greenhouse gas emissions emitted across GM?	-/?	No mention in policy				-/?	No mention in policy		
16	Conserve and/or enhance landscape, townscape, heritage assets and their setting and the character of GM	Improve landscape quality and the character of open spaces and the public realm?	+/O	Policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.				+/O	Policy states: Ensure robust landscape screening to the employment sites at Parr Brow, to safeguard residential amenity. Provide a robust landscaped boundary with open countryside in the Green Belt to the north.		
		Conserve and enhance the historic environment, heritage assets and their setting?	O	There are no heritage assets on the site.	Consider receptors throughout detailed design to reduce risk throughout construction and operational phases.	Partially	No changes made to the policy wording. However, the recommendation is also adequately addressed by thematic Policy GM-G1 & GM-E2	O	There are no heritage assets on the site.	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Respect, maintain and strengthen local character and distinctiveness?	O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.				O	No designations exist locally which could be impacted upon in relation to local character and distinctiveness. Additionally the policy does not make reference to such assets.		
17	Ensure that land resources are allocated and used in an efficient and sustainable manner to meet the housing and employment needs of GM, whilst reducing land contamination	Support the development of previously developed land and other sustainable locations?	--	Greenfield in agricultural use	Consider how development of PDL sites could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	No	No changes made to the policy wording. PDL adjacent to the south west of the site has permission for a mix of uses including housing and is being actively redeveloped. There is no other adjacent PDL that can be included within the site boundary and no alternative PDL sites of equal opportunity value in the same locality. There are two small isolated areas of Grade 3a agricultural land within the allocation, but the majority of the land is not identified as best and most versatile.	--	Greenfield in agricultural use	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Protect the best and most versatile agricultural land / soil resources from inappropriate development?	--	The site is Grade 3 Agricultural Land (assumed 3a worst case scenario)	Further research into agricultural land quality, and investigation into if impacts on any 3a land can be avoided/minimised.	No	No changes made to the policy wording. PDL adjacent to the south west of the site has permission for a mix of uses including housing and is being actively redeveloped. There is no other adjacent PDL that can be included within the site boundary and no alternative PDL sites of equal opportunity value in the same locality. There are two small isolated areas of Grade 3a agricultural land within the allocation, but the majority of the land is not identified as best and most versatile.	--	The site is Grade 3 Agricultural Land (assumed 3a worst case scenario)	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Encourage the redevelopment of derelict land, properties, buildings and infrastructure, returning them to appropriate uses?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	No	No changes made to the policy wording. PDL adjacent to the south west of the site has permission for a mix of uses including housing and is being actively redeveloped. There is no other adjacent PDL that can be included within the site boundary and no alternative PDL sites of equal opportunity value in the same locality. There are two small isolated areas of Grade 3a agricultural land within the allocation, but the majority of the land is not identified as best and most versatile.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Support reductions in land contamination through the remediation and reuse of previously developed land?	--	Greenfield	Consider how development of derelict land, properties, buildings and infrastructure could be encouraged as a result of greenfield development (e.g. by incentives or inclusion of adjacent PDL)	No	No changes made to the policy wording. PDL adjacent to the south west of the site has permission for a mix of uses including housing and is being actively redeveloped. There is no other adjacent PDL that can be included within the site boundary and no alternative PDL sites of equal opportunity value in the same locality. There are two small isolated areas of Grade 3a agricultural land within the allocation, but the majority of the land is not identified as best and most versatile.	--	Greenfield	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
18	Promote sustainable consumption of resources and support the implementation of the waste hierarchy	Support the sustainable use of physical resources?	o	No mention in policy	Promote sustainable construction methods	No	No changes made to the policy wording. In addition, it is not considered that the recommendation is adequately addressed by thematic policy.	o	No mention in policy	No change has been made to scoring. It is not considered that the recommendation has been sufficiently addressed.	It is considered that sustainable construction methods is integrated into an appropriate Thematic policy to ensure this objective is achieved.
		Promote movement up the waste hierarchy?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).	Partially	No changes made to the allocation policy wording. However, the recommendation is adequately addressed by thematic policy Policy GM-S7.	o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.
		Promote reduced waste generation rates?	o	No mention in policy	Consider waste and recycling facilities in design. E.g. Consider location of waste/recycling facilities in design/layout of masterplans, and how waste facilities can be located to encourage recycling (link to thematic policy on allocations).			o	No mention in policy	No change has been made to scoring.	When the framework is read as a whole, no further recommendations are made.

2020 Policy reference	Reference used in 2019 IA*	**Policy name**	**GMCA Changes Made to 2020 draft GMSF**
GM-S 5	GMSUS4	Flood risk and the water environment	Policy text change following IA mitigation from 2019
GM-S 6	GMSUS5	Clean air	No policy text changes following IA mitigation from 2019
GM-S 7	SRGM10	Resource efficiency	No policy text changes following IA mitigation from 2019
A prosperous Greater Manchester			
GM-P 1	ECON1	Supporting long-term economic growth	Policy text changes following IA mitigation from 2019
GM-P 2	ECON2	Employment sites and premises	Policy text changes following IA mitigation from 2019
GM-P 3	ECON3	Office development	No policy text changes following IA mitigation from 2019
GM-P 4	ECON4	Industry and warehousing development	Policy text changes following IA mitigation from 2019
Homes for Greater Manchester			
GM-H 1	SOC2	Scale, distribution and phasing of new housing development	Policy text changes following IA mitigation from 2019
GM-H 2	SOC4	Affordability of new housing	Policy text changes following IA mitigation from 2019
GM-H 3	SOC5 SOC6	Type, size and design of new housing	No policy text changes following IA mitigation from 2019
GM-H 4	SOC7	Density of new housing	No policy text changes following IA mitigation from 2019
A Greater Manchester for Everyone			
GM-E 1	SOC1	Sustainable places	No policy text changes following IA mitigation from 2019
GM-E 2	SOC11	Heritage	No policy text changes following IA mitigation from 2019
GM-E3	N/A	Cultural Facilities	New policy and assessed for the first time in the 2020 IA
GM-E 4	SOC8	New retail and leisure uses in the town centre	No policy text changes following IA mitigation from 2019

2020 Policy reference	Reference used in 2019 IA*	**Policy name**	**GMCA Changes Made to 2020 draft GMSF**
GM-E 5	SOC9 1	Education, skills and knowledge	Policy text changes following IA mitigation from 2019
GM-E 6	SOC9	Health	Policy text change following IA mitigation from 2019
GM-E 6	SOC12	Sport and recreation	Policy text changes following IA mitigation from 2019
A Greener Greater Manchester			
GM-G 1	GGM8	Valuing important landscapes	No policy text changes following IA mitigation from 2019
GM-G 2	GGM2	Green Infrastructure Network	Policy text change following IA mitigation from 2019
GM-G 3	GGM3	River Valleys and Waterways	Policy text change following IA mitigation from 2019
GM-G 4	GGM4	Lowland Wetlands and Mosslands	Policy text change following IA mitigation from 2019
GM-G 5	GGM6	Uplands	Policy text change following IA mitigation from 2019
GM-G 6	GGM7	Urban Green Space	Policy text change following IA mitigation from 2019
GM-G 7	GGM5	Trees and Woodlands	Policy text changes following IA mitigation from 2019
GM-G 8	GGM7	Standards for a Greener Greater Manchester	No policy text changes following IA mitigation from 2019
GM-G 9	GGM1	Biodiversity and Geodiversity	No policy text changes following IA mitigation from 2019
GM-G 10	GGM9	The Greater Manchester Green Belt	No policy text changes following IA mitigation from 2019
GM-G 11	N/A	Safeguarded Land	New policy and assessed for the first time in the 2020 IA
Our Network			
GM-N 1	GMCON1	Our Integrated Network	Policy text changes following IA mitigation from 2019

2020 Policy reference	Reference used in 2019 IA*	**Policy name**	**GMCA Changes Made to 2020 draft GMSF**
GM-N 2	GMCON2	Digital connectivity	No policy text changes following IA mitigation from 2019
GM-N 3	GMCON4	Public Transport	No policy text changes following IA mitigation from 2019
GM-N 4	GMCON8	Streets for All	Policy text changes following IA mitigation from 2019
GM-N 5	GMCON3	Walking and cycling network	Policy text changes following IA mitigation from 2019
GM-N 6	GMCON7	Freight and Logistics	No policy text changes following IA mitigation from 2019
GM-N 7	GMCON5	Transport requirements of new development	No policy text changes following IA mitigation from 2019
GM-D 1	N/A	Infrastructure Implementation	New policy and assessed for the first time in the 2020 IA
GM-D 2	N/A	Developer Contributions	New policy and assessed for the first time in the 2020 IA

E2 Allocation Policies

Before the changes to the allocation policies are listed, please note that further to changes to the allocation policies, the numbering and associated allocation names have been amended.

The table below details these changes:

District	2019 Allocation Ref	2019 Title	GMSF 2020 policy number	2020 Title
Cross Boundary	GMA1.1	Northern Gateway Heywood Pilsworth	GMA1.1	Northern Gateway Heywood Pilsworth
	GMA1.2	Northern Gateway Simister and Bowlee	GMA1.2	Northern Gateway Simister and Bowlee
	GMA1.3	Whitefield	Deleted	Deleted
Cross Boundary	GMA2	Stakehill	GMA2	Stakehill
Cross Boundary	GM3	Kingsway South	Deleted	Deleted
Cross Boundary	GM11	MediPark	GMA3.1	MediPark
Cross Boundary	GM46	Timperley Wedge	GMA3.2	Timperley Wedge
Bolton	GMA4	Bewshill Farm	GMA4	Bewshill Farm
Bolton	GMA5	Chequerbent North	GMA5	Chequerbent North
Bolton	GMA6	West of Wingates	GMA6	West of Wingates
Bury	GMA7	Elton Resevoir	GMA7	Elton Resevoir
Bury	GMA8	Seedfield	GMA8	Seedfield
Bury	GMA9	Walshaw	GMA9	Walshaw
Manchester	GMA10	Global Logistics	GMA10	Global Logistics

District	2019 Allocation Ref	2019 Title	GMSF 2020 policy number	2020 Title
Manchester	GMA11	Roundthorn MediPark Extension	Combined with GMA46 into Cross Boundary allocation GMA3.1 and GMA3.2	Roundthorn MediPark (but part of GMA3)
Manchester	GMA12	Southwick Park	GMA11	Southwick Park
Oldham	GMA14	Beal Valley	GMA12	Beal Valley
Oldham	GMA22	Woodhouses	GMA13	Bottom Field Farm (Woodhouses)
Oldham	GMA15	Broadbent Moss	GMA14	Broadbent Moss
Oldham	GMA18	Robert Fletchers	GMA15	Chew Brook Vale (Robert Fletchers)
Oldham	GMA16	Cowlishaw	GMA16	Cowlishaw
Oldham	GMA17	Hanging Chadder	GMA17	Hanging Chadder
Oldham	GMA13	Ashton Road Corridor	GMA18	Land south of Coal Pit Lane (Ashton Road)
Oldham	GMA19	South of Rosary Road	GMA19	South of Rosary Road
Oldham	GMA20	Spinners Way	Deleted	N/A
Oldham	GMA21	Thornham Old Road	Deleted	N/A
Rochdale	GMA23	Bamford and Norden	GMA20	Bamford and Norden
Rochdale	GMA24	Castleton Sidings	GMA21	Castleton Sidings
Rochdale	GMA25	Crimble Mill	GMA22	Crimble Mill
Rochdale	GMA26	Land north of Smithy Bridge	GMA23	Land north of Smithy Bridge
Rochdale	GMA27	Newhey Quarry	GMA24	Newhey Quarry
Rochdale	GMA28	Roch Valley	GMA25	Roch Valley

District	2019 Allocation Ref	2019 Title	GMSF 2020 policy number	2020 Title
Rochdale	GMA29	Trows Farm	GMA26	Trows Farm
Salford	GMA30	Land at Hazelhurst Farm	GMA27	Land at Hazelhurst Farm
Salford	GMA31	East of Boothstown	GMA28	East of Boothstown
Salford	GMA32	North of Irlam Station	GMA29	North of Irlam Station
Salford	GMA33	Port Salford Extension	GMA30	Port Salford Extension
Stockport	GMA34	Bredbury Park Extension	GMA31	Bredbury Park Extension
Stockport	GMA35	Former Offerton High School	GMA32	Former Offerton High School
Stockport	GMA36	Gravel Bank Road/Unity Mill	Deleted	Deleted
Stockport	GMA37	Heald Green	GMA33	Heald Green 1 (West)
Stockport	GMA40	Griffen Farm/Stanley Green	GMA34	Heald Green 2 (East)
Stockport	GMA38	High Lane	GMA35	High Lane
Stockport	GMA39	Hyde Bank Meadows	GMA36	Hyde Bank Meadows
Stockport	GMA41	Woodford Aerodrome	GMA37	Woodford Aerodrome
Tameside	GMA42	Ashton Moss West	GMA38	Ashton Moss West
Tameside	GMA43	Godley Green Garden Village	GMA39	Godley Green Garden Village
Tameside	GMA44	South of Hyde	GMA40	South of Hyde
Trafford	GMA45	New Carrington	GMA41	New Carrington

District	2019 Allocation Ref	2019 Title	GMSF 2020 policy number	2020 Title
Trafford	GMA46	Timperley Wedge	Combined with GMA11 into Cross Boundary allocation GMA3	Timperley Wedge (but part of GMA3)
Wigan	GMA47	Land South of Pennington	Deleted	N/A
Wigan	GMA48	M6 Jctn 25	GMA42	M6 Junction 25
Wigan	GMA49	North of Mosley Common	GMA43	North of Mosley Common
Wigan	GMA50	Pocket Nook	GMA44	Pocket Nook
Wigan	GMA51	West of Gibfield	GMA45	West of Gibfield

The table below sets out the changes which the GM Authorities have made to the allocations policies as a result of the IA in the 2019 draft GMSF.

Policy reference	Policy name	GMCA Changes Made
Cross Boundary		
GM Allocation 1	Northern Gateway	Policy text changes following IA mitigation from 2019
GM Allocation 1.1	Heywood / Pilsworth	Policy text change following IA mitigation from 2019
GM Allocation 1.2	Simister	No policy text changes following IA mitigation from 2019
GM Allocation 1.3	Whitefield	Policy text change following IA mitigation from 2019
GM Allocation 2	Stakehill	No policy text changes following IA mitigation from 2019
2019 GM Allocation 3	Kingsway South	Deleted
GM Allocation 3	MediPark and Timperley Wedge	Combined allocations and text changes following IA mitigation from 2019.
Bolton		
GM Allocation 4	Bewshill Farm	No policy text changes following IA mitigation from 2019
GM Allocation 5	Chequerbent North	No policy text changes following IA mitigation from 2019
GM Allocation 6	M61, Junction 6 – West of Wingates	No policy text changes following IA mitigation from 2019
Bury		
GM Allocation 7	Elton Reservoir	Policy text changes following IA mitigation from 2019
GM Allocation 8	Seedfield	Policy text change following IA mitigation from 2019
GM Allocation 9	Walshaw	Policy text changes following IA mitigation from 2019
Manchester		
GM Allocation 10	Airport City South	Policy text changes following IA mitigation from 2019
GM Allocation 11	MediPark	GM11 now in GM Allocation 3
GM Allocation 12	Southwick Park	No policy text changes following IA mitigation from 2019
Oldham		

Policy reference	Policy name	GMCA Changes Made
GM Allocation 13	Ashton Road Corridor	Policy text change following IA mitigation from 2019
GM Allocation 14	Beal Valley	Policy text change following IA mitigation from 2019
GM Allocation 15	Broadbent Moss	Policy text changes following IA mitigation from 2019
GM Allocation 16	Cowlishaw	No policy text changes following IA mitigation from 2019
GM Allocation 17	Hanging Chadder	Policy text change following IA mitigation from 2019
GM Allocation 18	Robert Fletchers	Policy text change following IA mitigation from 2019
GM Allocation 19	South of Rosary Road	No policy text changes following IA mitigation from 2019
GM Allocation 20	Spinners Way	Deleted
GM Allocation 21	Thornham Old Road	Deleted
GM Allocation 22	Woodhouses	Policy text change following IA mitigation from 2019
Rochdale		
GM Allocation 23	Bamford / Norden	No policy text changes following IA mitigation from 2019
GM Allocation 24	Castleton Sidings	No policy text changes following IA mitigation from 2019
GM Allocation 25	Crimble Mill	No policy text changes following IA mitigation from 2019
GM Allocation 26	Land north of Smithy Bridge	No policy text changes following IA mitigation from 2019
GM Allocation 27	Newhey Quarry	No policy text changes following IA mitigation from 2019
GM Allocation 28	Roch Valley	No policy text changes following IA mitigation from 2019
GM Allocation 29	Trows Farm	No policy text changes following IA mitigation from 2019
Salford		
GM Allocation 30	Hazelhurst Farm	No policy text changes following IA mitigation from 2019
GM Allocation 31	East of Boothstown	No policy text changes following IA mitigation from 2019
GM Allocation 32	North of Irlam Station	No policy text changes following IA mitigation from 2019
GM Allocation 33	Port Salford	No policy text changes following IA mitigation from 2019
Stockport		
GM Allocation 34	Bredbury Park Extension	Policy text change following IA mitigation from 2019
GM Allocation 35	Former Offerton High School	Policy text change following IA mitigation from 2019

Policy reference	Policy name	GMCA Changes Made
GM Allocation 36	Gravel Bank Road / Unity Mill	Deleted
GM Allocation 37	Heald Green	Policy text change following IA mitigation from 2019
GM Allocation 38	High Lane	Policy text change following IA mitigation from 2019
GM Allocation 39	Hydebank Meadows	Policy text change following IA mitigation from 2019
GM Allocation 41	Woodford Aerodrome	Policy text change following IA mitigation from 2019
Tameside		
GM Allocation 42	Ashton Moss West	Policy text changes following IA mitigation from 2019
GM Allocation 43	Godley Green	Policy text changes following IA mitigation from 2019
GM Allocation 44	South of Hyde	Policy text changes following IA mitigation from 2019
Trafford		
GM Allocation 45	New Carrington	Policy text changes following IA mitigation from 2019
GM Allocation 46	Timperley Wedge	Combined – part of GMA3
Wigan		
GM Allocation 47	Land South of Pennington	Deleted
GM Allocation 48	M6, Junction 25	Policy text changes following IA mitigation from 2019
GM Allocation 49	North of Mosley Common	Policy text changes following IA mitigation from 2019
GM Allocation 50	Pocket Nook	Policy text changes following IA mitigation from 2019
GM Allocation 51	West of Gibfield	Policy text change following IA mitigation from 2019

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Greater Manchester's Plan for Homes, Jobs and the Environment (Publication Draft GMSF) 2020

Statement of Consultation (October 2020)

GMCA GREATER MANCHESTER COMBINED AUTHORITY

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1. Introduction

1.1 Following a recommendation from AGMA Executive Board in November 2014, the 10 Local Planning Authorities 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. In November 2014 the first devolution agreement provided for an elected Greater Manchester Mayor with responsibility to produce a Spatial Strategy.

1.2 Following a scoping consultation in 2014 and a consultation on the vison, objectives an options in 2015/16, the first full draft of the GMSF Development Plan Document (DPD) was published for consultation between 31st October 2016 and 16th January 2017.

1.3 The first Greater Manchester Mayor, Andy Burnham, was elected in May 2017. The Mayor promised a 'radical re-write' of the first GMSF and it was intended that the next draft plan would be prepared as a Mayoral plan (a Spatial Development Strategy, SDS), the first prepared outside of London. The Spatial Development Strategy regulations were not fully in place to allow for the preparation of the type of Spatial Development Strategy required, so the GMSF continued as a Development Plan Document and the consultation in January 2019 as with the earlier consultations was undertaken under regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012

1.4 In part A, this report sets out a summary of the following consultations:-

- Greater Manchester Spatial Framework Scoping survey 2014
- Draft Greater Manchester Spatial Framework Vision, Objectives and Options, Winter 2015/16
- Draft Greater Manchester Spatial Framework, Winter 2016/2017
- The Draft Plan for Jobs, Homes and the Environment (GMSF Revised Draft) January to March 2019

1.5 In part B, the report provides a summary of the representations received to the consultation to The Plan for Jobs, Homes and the Environment (GMSF) 2019 and the GMSF/District responses.

2. PART A – Summary of Consultations

2.1. Statement of Community Involvement Compliance

2.1.1 Each Greater Manchester District has adopted their own Statement of Community Involvement (SCI). A SCI sets out who, on what and how each district will consult key stakeholders and members of the public on the preparation of the Local Plans and planning proposals. All consultations to date on the GMSF have been in conformity with each district's SCI. Appendix 1 comprises a table summarising the methods used by each district during the consultation on the Plan for Jobs, Homes and Environment (Revised Draft GMSF) (2019) to meet the requirements of their SCI.

2.2. Greater Manchester Spatial Framework Scoping survey 2014

2.2.1 A detailed survey was prepared to be read in conjunction with an evidence report and supporting documents. Responses were collected through an online survey, email and post. To promote the consultation the Greater Manchester Integrated Support Team (GMIST) sent out emails to contacts that had been consulted on the Greater Manchester Strategy (GMS). Social media (Twitter) was also used.

2.2.2 The survey closed on 7 November 2014 and a total of 94 representations were received, 45 through Survey Monkey and 49 were submitted by email or post to GMIST. The consultation response helped to shape the next stage in developing the Spatial Framework and its Vision, Objectives and Options.

2.3. Draft Greater Manchester Spatial Framework Vision, Objectives and Options, Winter 2015/16

2.3.1 A consultation on the draft vision, strategic objectives for the GMSF, three potential growth options and five background papers was published for public consultation between the 9 November 2015 and 11 January 2016. A "call for sites" exercise was also undertaken alongside the consultation exercise and local residents, businesses, land owners and developers were invited to identify sites that could be suitable for housing or employment development. Whilst an initial deadline of 11 January was set for the call for sites exercise the map remains available to anyone wishing to submit a site. Briefings were offered to MPs in Manchester or London but this offer was not taken up.

2.3.2 Representations were submitted by a wide range of respondents including other Local Authorities (including adjoining districts), service providers, housebuilders, planning consultants and land and property developers. There were a number of environmental groups represented as well as a number of individual responses and others from interest groups

2.3.3 Over 180 responses to the consultation were received (just over 140 to the options paper 40 to the background papers). Just under 25% of responses were made online (i.e. through the Objective system) and the majority of the rest by email.

2.3.4 The Options consultation consisted of six documents - one options document and five background papers. The background papers include: Area of Assessment; Economic Development Needs Assessment; Objectively Assessed Housing Need; Infrastructure and Environment and Integrated Assessment.

- Area of Assessment - identifying the overall area of assessment, and the implications for translating need and demand into individual district requirements;
- Economic Development Needs Assessment - identifying the evidence that informs employment floor space requirements;
- Objectively Assessed Housing Need - identifies the evidence available to inform the objectively assessed housing need for GM;
- Infrastructure and Environment – this paper begins to identify and draw out key strategic issues for GM; and
- Integrated Assessment – an independent report, produced by Arup, which provides a Sustainability Appraisal (SA), Strategic Environment Assessment (SEA), Equality Impact Assessment (EIA) and Health Impact Assessment (HIA).

2.3.5 Representations were submitted by a wide range of respondents including other Local Authorities (including adjoining districts), service providers, housebuilders, planning consultants and land and property developers. There were a number of environmental groups represented as well as a number of individual responses and others from interest groups. The key issues raised across the various topics covered in the draft plan are set out below. Full information on the consultation responses can be found in the "GMSF Winter 2015/16 Consultation - Summary of Responses Received (October 2016)."[1]

Key Messages - General Consultation

 Respondents wanted to ensure that the Duty to Co-operate is fully met, with GM engaging with adjoining authorities and private sector, such as the house building industry, effectively;

 The objectives should reflect the differences between the ten GM authorities;

 GMSF must set out the scale and distribution of housing and employment for the 20 years following its adoption, not the next 20 years;

 The GMSF should clearly set out what it will and will not be dealing with;

 The GMSF should clearly set out what the role of Local Plans will be;

Key Messages - Area of Assessment

 Ensure existing communities benefit not suffer from planned new development;

 Embrace Natural Capital rather than seeing it as a constraint;

 Look at the potential of meeting some of GMs OAN in areas outside of GM.

 Make reference to the retention of local services and community facilities;

 Without a SHMA or a SHELAA there cannot be a clear understanding as to the scale and mix of housing and the range of tenures that the local population in likely to need over the plan period

[1]An electronic version of the document is available at https://www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework/gmsf-2016-draft-archive/

Key Messages - Economy

The following key messages and requests were provided by respondents:

 Recognise the substantial growth in emerging sectors – such as innovation and technology, creative and digital industries, and life sciences – and how this will affect demand for modern workspaces;

 Recognise the ambitions of the Northern Powerhouse;

 Make more reference to the city centre and regional centre as key drivers of the regional economy;

 Highlight the explicit link between house building and economic growth;

 Emphasise the economic impacts of significant infrastructure projects such as High Speed 2;

 A more thorough assessment of the quality and viability of employment land this supply is required;.

 Need to ensure that the GMSF employment land requirements have been prepared on a proportionate evidence base which complies with the guidance in paragraphs 160 – 161 of the NPPF

Key Messages - Environment

 It is considered that the strategy is overly dominated by an economic agenda, with environmental and social factors not being given equal consideration;

 GMSF should make specific reference to synergies between with climate change mitigation / adaptation;

 GMSF needs to strengthen its approach to waste management and the role of energy from waste;

 GMSF needs to acknowledge an increased surface water flood risk through new development;

 Green and blue Infrastructure assets – both individually and as a strategic network – are important, as are their role in people‘s physical and mental wellbeing.. ;

 Inadequate reference is made to poor air quality. and that the credibility of the GMSF is reduced through contradictory statements, where it suggests addressing air quality issues is a priority and yet discusses is reduced by contradictory statements relating to increased air travel and more road building;

 It should be recognised that heritage assets are an important element of green infrastructure as they generally preserve both cultural and historically significant assets;

Key Messages - Housing

 A shortage of housing is the key constraint to quality of life across GM;

 There is an over-reliance on middle- to high density development in the inner core;

 GMSF is too focussed on the number of new homes needed and no consideration is given to size, type, and tenure of this requirement;

 The type and location of new housing is critical to securing economic growth and tackling constrained labour mobility;

 The document does not make enough reference to the relationship between transport infrastructure and development;

 GMSF overlooks the health problems associated with a lack of appropriate housing provision;

 There is a clear role for GMSF in design and housing standards;

 It is not just about new homes, it is also about the repair, renewal and replacement of existing homes;

 Urban extensions should be considered;

 There is concern with delivery that the current supply is not viable and needs a comprehensive review.

Key Messages - Place

 Place-making issues are not given sufficient strength and importance in GMSF;

 There needs to be clarity around what sites are strategic and non-strategic;

 Establish a more detailed evidence -led network or hierarchy of centres;

 There should be more reference to the city centre as a key driver of regional economy ;

 There should be more reference to town centres as key drivers of their local economies and there was general support for the town centre first approach;

 Media City and Salford Quays should rank alongside the commercial core of the City Centre as an office location due to its location and accessibility;

 The existing and future provision of industrial and warehousing development is biased towards the west and south-west of GM. Provision should be made in the east and north-east of GM too;

 Respondents recognised that it was likely that not all development would be on brownfield land and argued that brownfield sites should be complemented with new settlements and sustainable urban extensions;

 Re-use existing buildings and previously developed land prior to greenfield land; and

 The release of green belt land which is otherwise unconstrained should be prioritised ahead of the development of non-green belt land which would result in significant environmental harm.

Key Messages - Transport

 There should be a stronger linkage with the Transport Strategy 2040;

 Transport should have its own theme alongside economy, place and people;

 The Strategic Objectives should make reference to the Metrolink and proposed expansion;

 There should be more emphasis on reducing the need to travel and modal shift;

 GMSF needs strengthening in the area of sustainable transport;

 Opportunities should be capitalised on (e.g. Manchester Airport, Port Salford and HS2/3);

 There needs to be reflection on the scale of congestion and, the issues it causes and the measures and investment required to resolve them;

 GM should make a commitment within the GMSF to avoiding building- in car dependency in new developments;

 Recognise the role that aviation plays in creating carbon and other harmful emissions; and

 Identify a clear delivery strategy for the Manchester Ship Canal.

Key Messages - People

 Add an ambition and vision to '"improve the health and well-being of Greater Manchester"';

 Include indicators to show increases in health, well-being and quality of life;

 Include reference to mental health as a key goal of the strategy;

 Increase focus on social objectives and how they integrate with growth priorities;

 Detailed points about assumptions for migration; household formation; and the differing needs of different households.

Key Messages – Social Infrastructure

 There is a need for a GM wide health strategy with the coordination of JSNAs through a GM wide assessment;.

 There needs to be a specific reference to meeting an increasing older population who would not be in employment;.

 Increase focus is recommended on social objectives and how they integrate with economic priorities;.

 Greater focus is required on the role that the historic and environmental assets play on social roles;.

 The GMSF should show how the provision of community infrastructure such as sports facilities across GM will be influenced; and

 Include reference to the quality and quantity of education provision across GM.

Key Messages - Options

 The vast majority of representations are against Option 1;

 As with Option 1, Option 2 has been discounted by a number of responders as not aligning growth with the vision of the GMSF to compete successfully on a global scale and constrains aspirations of the Northern Powerhouse, devolution agreement and the GM Growth Deal;

 Options 2 and 3 are argued, by some, to be completely unsustainable and unrealistic.;

 The Options presented are unsubstantiated in sustainable development terms, being based purely upon growth scenarios and not, for example, any proper assessment of the impacts of each upon environmental capacity. A balance is needed;.

 The Options need to be clearly linked to infrastructure provision including raw materials;

 A number of representations expressed concern that Option 3 was just dismissed as being too ambitious and not seriously assessed, when it is the only one that fits with the Vision;

 A compromise option put forward by a number of representations is one between 2 and 3.: An option based on 2 but with a managed ambition to pursue 3;.

 Other options include a more sustainable option, an enhanced critical mass such as at Carrington, or an option commending the idea of the Garden City.

2.4. Draft Greater Manchester Spatial Framework, Winter 2016/2017

2.4.1 The consultation ran from 31 October 2016 to 16 January 2017, however, prior to consultation going live, an active Blog with articles covering GMSF themes was posted weekly. During the consultation, a range of methods were used to ensure the public and those interested in the GMSF were aware of the consultation. The local authorities and the GMCA held over 50 public consultation events throughout GM. The public events were well attended with many recording over 300 attendees. In addition, a number of districts held area committees, township and parish council meetings and six events were held at the GM level to engage organisations with a particular interest. These included elected Members, environment groups, industry and housebuilders and up to 70 organisations were represented at individual events.

2.4.2 The draft document on the GMCA web site received over 40,000 direct hits and a similar number of people accessed the documents on the consultation portal. The level of web traffic related to the GMSF surpassed any traffic related to anything else on the GMCA webpages. Manchester Evening News (MEN) articles on the GMSF were accessed 649,635 times and generated 5,483 clicks through to the GMSF webpage.

2.4.3 Social media reached over 240,000 twitter accounts over the consultation period and the GM Spatial Framework gathered 1,068 followers. Tweets provided information about the draft GMSF including the dates and links to the consultation and relevant data/proposals in the plan. The GMSF e-news bulletin received over 1000 subscriptions.

2.4.4 The consultation generated a lot of interest with MP's for the Greater Manchester area debated the GMSF on 14th December 2016. In total 97 articles were published in local newspapers and the consultation featured on regional news programmes on the BBC and ITV and on BBC Radio Manchester. Existing local groups and new protest groups formed to oppose the release of Green Belt in sites across GM and submitted representations on mass and organised several protest marches.

2.4.5 At the end of the consultation approximately 19,800 comments had been received. Over 2,600 were submitted online, 8,000 via email representations and approximately 9,200 by letter. It is estimated that 80% were about sites and 20% were on the strategy and thematic areas.

2.4.6 The key issues raised are set out below. Full information on the consultation responses can be found in the "Comments Received on 2016 GMSF Draft."[2]

General Comments

- Questions and concerns around the decision making process and the relationship between the GMCA and the ten local authorities.
- How GMSF links to Local Plan processes.
- Concerns about how the plan was developed.
- Concerns over the timing an nature of the consultation
- Concerns over the information provided

Vision and Strategy

- Mix of views on whether the vision and strategy was positive or negative across a whole range of issues.

Thematic Policies

- Mix of views that were generally supportive of the regeneration and development of existing urban areas, particularly town centres, but concern that the GMSF's strategy of directing growth to the city centre, new sites in the green belt, and around the airport, will mean a lost opportunity for existing urban areas.
- Significant opposition to proposals for development in the Green Belt.
- Proposed growth is likely to increase pressure on health and social care services
- Concern about impact on air quality, climate change, ecology and heritage
- Opposing views on whether the employment and housing forecasts and subsequent identified requirements were too high or too low
- Needing to account for vacant office space and take on board changing patterns towards home working
- Conversion of offices to apartments
- Accessibility of employment opportunities
- Importance of high quality green infrastructure and street trees in setting the scene for inward investment
- General support for the retail, leisure and tourism policy approach
- Need for more recognition to be paid to the historic environment
- Distribution of new housing – clarity on how the growth targets have been set, and how this represents a sound, suitable and sustainable approach to growth.
- Not clear in GMSF how the phasing of new housing will be calculated

[2] https://www.greatermanchester-ca.gov.uk/media/1746/summary-of-consultation-responses-gmsf-2016.pdf

- Housing that is to be developed would be the housing that would not meet affordable demand
- Require a clear policy of brownfield first and then as a matter of very last resort the green belt could then be assessed
- Link between housing development on the scale proposed and the fact that the current infrastructure simply would not cope
- No detail on the tenure mix of any new housing and that there should be a more explicit statement of the overall mix required
- Too much emphasis on the building of apartments rather than houses and in particular family homes
- Impact of Brexit on housing and employment needs
- Recognising the need for specific products to meet the needs of the growing older population.
- More required on the link with housing and health
- More of a focus on quality and design rather than just a focus on numbers
- More investment needed into transport infrastructure
- Accessibility vital, critical or pivotal to the overall success of GMSF.
- Various matters raised around infrastructure delivery including section 106 and Community Infrastructure Levy
- Support for the proposal for increasing green infrastructure
- Disjoint between Economic Growth Policy and green infrastructure
- Due consideration is given to the provision of local growing spaces within development and housing plans
- All developments should provide a net improvement in biodiversity value wherever practicable.
- Concerns that with the development of Green Belt sites policies will not protect nature conservation for future generations
- No mention of SSSI sites and how these will be protected
- General support for trees and woodlands policy from residents and organisations stating the benefit of trees in terms of overcoming pollution and improving surface water runoff and natural flood management.
- General support for the Uplands policy and the recognition of the Uplands in the GMSF.
- General support for the Lowland Wetlands policy. Many comments focus on the area that the policy covers and the importance of Chat Moss. Comments also relate to the Great Manchester Nature Improvement Area. Some detailed comments relate to the policy wording and the need for the policy to be strengthened in places.

- Various comments made about policies on River Valleys and Recreation with specific suggestions for policy wording changes
- Policies on Carbon Emissions and Resilience generally supported whilst making specific comments on potential wording changes
- Mixed response on the Air Quality policy with concerns that the policy does not go far enough to deal with air pollution challenges in the conurbation
- General support for the Flood Risk and Water Quality policy with concerns about building on green spaces and the Greenbelt could increase the risk of flooding
- Significant objections to the proposals for development in the Green Belt and suggestions there was a need to consider alternative options. Conversely support from some sectors for development proposals in the Green Belt agreeing there were exceptional circumstance that justified the approach
- Social infrastructure already struggling to cope with existing demand as a result of recent housing developments, cuts to services and lack of key workers.
- Concern over the additional impact of the proposals within the GMSF for additional housing and employment development.
- Education, Skills and Knowledge policy too vague with no clear indication of how the shortfall of school places, arising from the proposed additional housing, will be met.
- Concerns raised over the existing shortfall of nursery, primary and secondary school places.
- Majority of respondents indicated that healthcare provision (hospitals, GP surgeries, mental health services, dentists etc.) in their area was already inadequate or overstretched.
- General support for the Design policy but concerns regarding implementation
- Concerns the Heritage policy was insufficiently specific about Greater Manchester

Proposed Allocations

- A significant level of comments received on the specific allocations identified in the plan. The consultation responses for the allocations can be found in the full consultation document noted above at paragraph 2.4.6.

2.5. The Plan for Jobs, Homes and the Environment (GMSF) January to March 2019

2.5.1 As a joint plan of the 10 local authorities the draft GMSF coves a wide geographical area and both strategic policy as well as more site specific issues around the allocations. The consultation on the plan had to reflect the strategic nature of the plan but also its more detailed application in local areas around the site allocation policies. The consultation and communication strategy sought to ensure that people knew about the plan and signpost them to where they could find more information. The consultation was for an 8 week period (statutory minimum of 6 weeks required), and closed in March 2019

Proactive communications

2.5.2 Regular newsletters were sent in the lead-up to the consultation and during the consultation period, two e-newsletters were sent to people on the GMSF mailing list.

2.5.3 The GMCA web pages relating to the spatial framework had 69,491 page hits and the GMSF document itself was available for download via an online publication tool (called Issuu, which aims to give people easier navigation around the document).

2.5.4 The @GMSpatialFrame twitter account was used for proactive communications and then utilised other linked accounts to get the message out, including @MayorfoGM and @greaterMcr. Throughout the consultation, #GMSF2019 and #GMSF were consistently used in our proactive communications.

Events or activities

2.5.5 Launch event: On January 7, the Mayor and Leaders from across Greater Manchester hosted an event to set the scene for the future of Greater Manchester. This event tied together themes from the Greater Manchester Spatial Framework, Clean Air plan, 2040 transport plans and other key GM priorities including the Local Industrial Strategy and Cultural Strategy. This event received extensive coverage both locally and national.

2.5.6 District events: The GMSF is a joint plan of the 10 districts and the consultation was carried out in compliance with the 10 Statements of Community Involvement (see Appendix A). Events were held in all districts for members of the public to attend. All of the events were publicised on the GMCA website and used centrally produced material. During the consultation, 58 of these drop-in sessions were hosted, with over 200 hours spent carrying out the activity. These had mixed attendance from 20 people to a couple of hundred. Over 10,000 information postcards were distributed telling people how to find out more.

2.5.7 Greater Manchester – sector specific events: Three Greater Manchester wide, sector specific events were also held during the consultation. One, organised by the Greater Manchester Green Belt groups was attended by the Mayor to have a face to face conversation about the proposals. The second event was with the Voluntary, Community and Social Enterprise Sectors, which included those representing people from minority groups and communities, to discuss the potential impact of the plan on the sector and the third session was with the Disability Network group for Greater Manchester.

2.5.8 Greater Manchester -wide events: A stakeholder discussion event was hosted by the Mayor and Greater Manchester Portfolio Lead Paul Dennett; bringing together over 50 stakeholders from the development, housing and community sector. In addition, two Mayor's Question Time events were also hosted within the consultation period, in Tameside and Wigan. The GMSF figured strongly in the questions raised and discussed.

2.5.9 Media and paid promotion: During the consultation £1k was spent on social media advertisement on Facebook and five news articles were issued through the consultation about the plan.

3. PART B - The Plan for Jobs, Homes and Environment (Revised Draft GMSF) (2019) Consultation Report

3.1 This section of the report provides a summary of the issues raised by respondents in relation to the Plan for Jobs, Homes and Environment (Revised Draft GMSF) (2019) along with responses from the GMCA and GM Local Authorities, setting out how the issues raised have been addressed either through changes to the plan or an explanation as to why the issue has not resulted in any changes. The issues have been grouped thematically to help readers understand the range of issues raised and the interconnections between them. The comments are presented as submitted and are the views of respondents. They should not be interpreted as statements of fact and are not the views of the Greater Manchester Combined Authority (GMCA) or other Greater Manchester (GM) local authorities. Where comments from a number of people/organisations cover essentially the same point, they have only been included once. Please note that all references to policy numbers are the numbers used in the 2019 draft. Some policy numbers have been amended in the 2020 draft.

3.2 In all just over 67,000 comments on the draft GMSF were received from around 17,500 people and organisations via the consultation portal, email and letter. The geographic distribution of the responses can be seen in Figure 1

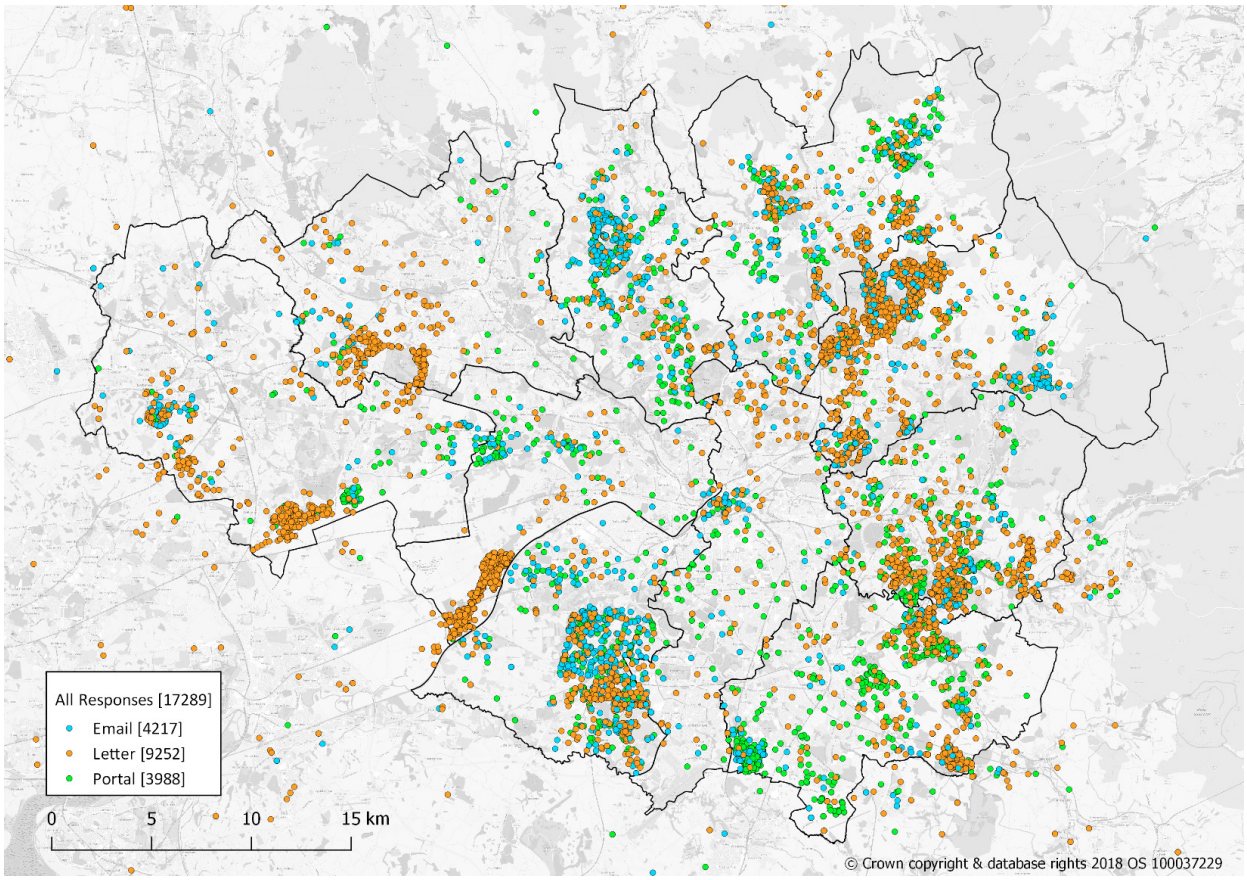

Figure 1: Distribution of responses

3.3 The vast majority of respondents focussed on one or more of the strategic allocations (79% responded to questions relating just to allocations) rather than the thematic parts of the draft GMSF.

3.4 The structure of this document mirrors that of the Greater Manchester Spatial Framework (GMSF) 2019 consultation. This document has two main sections; the first covers the 'Thematic policies' (relevant to the whole of Greater Manchester), the second covers the proposed 'Allocations'. Comments received relating to the evidence base which supports the plan have not been set out in detail here but have informed the new and revised evidence which has been prepared to support the GMSF 2020.

3.5 All of the issues raised have been considered and inform the publication version of the plan, the GMSF 2020, now under consultation. The submissions to the 2019 consultation can be found in two ways.

1. Via https://www.gmconsult.org/consultation_finder (search for gmsf) This includes all letters and emails – as well as the submissions made via the portal.
2. Alternatively, all submissions are available on the Combined Authority website www.greatermanchester-ca.gov.uk/gmsf-responses via an excel sheet of all of the responses that were made. There is also the ability to search for all of the additional information and submissions as an attachment

3.1. Thematic Policies

3.1.1. Context of GMSF

There were 1,224 comments in relation to the context of the plan. The context of the plan sets out an overview of Greater Manchester and its strengths alongside some of the challenges it faces. In particular the chapter looks at Core Growth areas, international connections, the Norther Powerhouse, inclusive growth and Greater Manchester's aim to be a top global city.

The majority of the comments in this section focussed on the process of plan making, the need for infrastructure to deliver the plan, the balance of development, Green Belt release and housing development.

More detailed comments in relation to specific elements of the policies are set out below.

Plan Making
• The plan would not deliver the housing and employment growth required to meet the ambitions of the City Region. Focus on reducing Green Belt release has come at the expense of meeting housing and employment need. • The timescale is unrealistic and is reliant on an extremely short examination period. It is common for examinations to last two years, which would mean the plan would not be adopted until 2022. The plan period lasting until 2040 would give greater flexibility. Delayed adoption could result in a plan period shorter than 15 years. • It is important that the GMSF to be able to make land use designations and amend the Green Belt as failure to do so would lead to delay while constituent Borough plans are advanced to re-designate allocated sites. The GMSF must stress that strategic allocations will come forward even if an up-to-date local plan has not been prepared. • Given the important of the Accelerated Growth Scenario in underpinning the ambitions of the Northern Powerhouse, it is essential that the GMSF adequately provide for a sufficient labour force to facilitate the level of job growth forecast. The baseline scenario forecasting growth of 110,000 jobs whilst also forecasting a decline in the working age population raises questions over the core assumptions underpinning the model. • The proposed new development will adversely affect physical infrastructure such as bridleways and walking routes with walkers, cyclists and horse riders forced onto increasingly congested roads. The increase in traffic would not be sustainable.
Infrastructure .
• The proposed new development will adversely affect social infrastructure. Doctors, dentists and schools are already oversubscribed so further development would mean even longer waiting times than there are presently for vital services. • There is too much emphasis on the idea of expanding travel opportunities at a time when more people are working remotely either from home or elsewhere rather than commuting into the office. • More emphasis should be placed on the need to maintain current road infrastructure by filling in potholes rather than building new roads. • General opposition to HS2 expressed. It was suggested that the costs involved in the project be used to improve transport links over a wide area of the Northern Powerhouse region.

Green Belt .

- Opposition to any release of Green Belt land and the suggestion that formerly developed or 'Brownfield' sites should be prioritised for development.
- The proposals are not in line with the mayors three clear principles – brownfield first, priority development in town centres and protecting the Green Belt.
- Recreational space will be reduced and animal habitats destroyed if land is released from the Green Belt for development purposes. It would exasperate climate change
- Economic forecasts incorporate an Accelerated Growth Scenario, which comes out very high. Overly high ambitions, which may not be realised, could result in unnecessary Green Belt release. This will produce a plan that is unsound.
- Concern expressed about the potential for urban sprawl – when cities and towns begin to merge due to a lack of green space separating them - in Greater Manchester if too much land is released from the Green Belt.

Housing

- The revised draft GMSF would not deliver the housing and employment growth necessary to meet the ambitions of the City Region. The focus on reducing Green Belt release has been at the expense of meeting housing and employment need. For example, Trafford suffers from a shortfall in identified housing need.
- The plan should include more affordable and social housing than is currently proposed.
- Increasing house prices mean the character of Greater Manchester's villages is slowly diminishing as children can no longer afford to live in these areas. The aim to make Manchester a 'global city' will mean that ordinary people are priced out of their communities.
- It is questioned why, if the aim is to balance the North and South of the region, why is there still so much development being undertaken in southern areas.
- New development should be located in the inner city where it is much closer to employment opportunities

Response to Comments

The GMSF sets out sufficient land to meet the Local Housing Need and the Objectively Assessed Need for Employment. In order to deliver this, it supplements the existing land supply by allocating a number of strategic allocations. The GMSF timetable has been revised to take account of consultation on the Publication version of the Plan taking place in November 2020. The timetable beyond Submission to the Government has been based on best practice guidance, however it is acknowledged that the timetable for the Examination is out of Greater Manchester's control as it is run independently and therefore there may be further amendments to the timetable. However, it is considered that the plan period to 2037 retains sufficient flexibility to provide strategic guidance for local plans.

The GMSF makes it clear that new development will be supported by the necessary infrastructure, this applies beyond the relatively limited development proposed in the strategic allocations. The GMSF is a strategic planning document,, therefore matters of road maintenance are out of its scope however, detailed transport evidence has been prepared to support the level of growth being proposed

The level of growth being proposed has been calculated using the standard methodology for local housing need and the employment land demand paper identifies the employment land needed up to 2037. The GMSF sets out a very clear preference of using previously developed

(brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan. The release of greenfield and Green Belt land has, however been kept to a minimum with opportunities for regeneration of existing urban areas and the protection and enhancement of environmental assets being maximised where possible.

The level of growth being proposed has been calculated using the standard methodology for local housing need and the employment land demand paper identifies the employment land needed up to 2037. Further details in relation to housing need, including affordable housing can be found in the revised SHMA (2020). The overall strategy 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. To deliver this, the spatial strategy seeks to boost the competitiveness of the northern parts of Greater Manchester, whilst ensuring that the southern areas continue to make a considerable contribution to growth by making the most of key assets. This is complemented by significant levels of growth in the existing Core Growth and Inner Areas.

3.1.2. Our Vision

There were 1,465 comments in relation to the plans vision and strategic objectives. This section sets out the vision for the GMSF and the strategic objectives underpinning it. The objectives set out are:

- Objective 1: Meeting our housing need.
- Objective 2: Creating neighbourhoods of choice.
- Objective 3: Ensure a thriving and productive economy in all parts of Greater Manchester
- Objective 4: Maximise the potential arising from our national and international assets
- Objective 5: Reduce inequalities and improve prosperity
- Objective 6: Promote the sustainable movement of people, goods and information.
- Objective 7: Ensure that Greater Manchester is a more resilient and carbon neutral city region.
- Objective 8: Improve the quality of our natural environment and green space.
- Objective 9: Ensure access to physical and social infrastructure.

More detailed comments in relation to specific elements of the policies are set out below

Our Vision
• The vision of the GMSF does not reflect the ambition that Greater Manchester should be demonstrating. The vision should make clear that GM would need to continue to drive economic growth for the region and the Northern Powerhouse as well as to achieve its aim of delivering a top global city. Concerned that the levels of growth proposed will not provide the opportunity to provide people with a decent home, especially those in need of an affordable house. • The vision needs to encourage the use of sustainable transport modes, rather than referencing 'stress free journeys', as transport cuts across many other key issues of improving health, well-being, air quality and access to employment. • The GMSF fails to recognise or acknowledge the conservation and enhancement of the historic environment as part of the vision and strategic objectives. • Overall, strategic vision is positive and the role that walking and cycling can play in delivering on this vision should not be underestimated. Important that principles that address climate change, clean air and access for all social groups are taken into account throughout policies in the inner and outer areas. • Agree with the vision however, the area identified on Figure 3.1 to 'Sustain Southern Competitiveness' should extend further south to incorporate the strategic location at the Airport, which it currently largely omits.
Objective 1: Meet our housing need.
• Should not be met if it requires land to be released from the Green Belt for development. • The intention set out of developing a Greater Manchester definition of affordable housing should look to encompass the latent aspirations across the area for home ownership, hampered in large part by the inability to save for a mortgage deposit. The CA should look to involve locally active Housing Associations and other providers of affordable housing in discussions of how this definition should be developed. • Agree that the definition of affordable housing should not include market starter homes. • 'Right to Buy' should be restricted in areas of acute affordable housing shortage.

- It is insufficient for the GMSF to simply seek to 'increase net additional dwellings' and to 'increase the number of affordable homes' which is an objective achieved by the net delivery of one affordable house. It is clear what is intended by the GMCA's objective to 'Develop a Greater Manchester definition for affordable housing'. It is not understood how or why the GMCA is proposing an alternative approach or what that approach might entail.
- It should state, "GMSF will provide a sufficient amount and variety of homes to meet the objectively assessed needs of GM". It is not appropriate for GM to create its own definition of affordable housing. The definition is in the National Planning Policy Framework is clear and appropriate.

Objective 2: Create neighbourhoods of choice.

- Should be added that 'subject to maintaining a five year supply, sites that best meet the brownfield and other strategic objectives of this plan shall be released for development first', and (ii) state that all places should have nearby accessible good quality green space
- Do not support the introduction of a sequential assessment, which requires all brownfield sites to come forward ahead of greenfield as this would not be in accordance with national policy.
- The development of brownfield sites as a priority or focus (particularly where there is any implied sequential approach) will not deliver neighbourhoods of choice. Within the Core Growth Area and town centres, it will inevitably lead to a concentration of high-density flatted development, which will not lead to balanced neighbourhoods of choice. It will be vital that the GMSF releases greenfield sites in areas capable of delivering larger family housing and areas of choice for those that do not aspire to town centre living.
- Prioritise the use of Brownfield should be reworded to "Make as much use as possible of brownfield land". Both brownfield and greenfield land will need to come forward in a coordinated way. 'Focus new homes in the Core Growth Area and Town Centres' should be reworded to recognise the desire of people to live in areas other than the Core Growth Area and Town Centres. There is too much over reliance on delivery in the Core Growth Area.

Objective 3: Ensure a thriving and productive economy in all parts of Greater Manchester.

- Not sure that the food and drink sector should be classified as a high value cluster.
- Key to achieving that aim will be providing a quantity and quality of housing that will enable that economic growth and attract a highly skilled and high valued labour force. Whilst noting the GMSF's desire to shift housing to the north of GM, that development should not be to the detriment of locations where the housing market is at its strongest.
- Excessive development would be at a cost to local identity, heritage and culture.

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

- Supportive of this objective, specifically the point 'enhance our cultural, heritage and educational assets' – but believe it should be expanded to include a reference to natural heritage assets within and around Greater Manchester.
- Object to any further development around Manchester Airport.
- Should also refer to connections to Port Liverpool including the Manchester Ship Canal.
- Do not see how the concentration of growth in the Core Growth Area and the Airport is consistent with the need to regenerate the post-industrial wastelands of the North West, North and North Eastern horseshoe. Would rather see a focus on self-sufficient districts

within the conurbation in terms of more people's housing, employment, shopping and amenity needs being met in the local area.
Objective 5: Reduce inequalities and improve prosperity
• Everyone should have easy access to quality green space. • The provision of sufficient social and other affordable housing is surely also key to this objective. • Housing alone will not achieve these objectives – there needs to be a holistic approach to reducing inequality that links education, healthcare, employment opportunities and significant investment to drive an outcome rather than silo investment.
Objective 6: Promote the sustainable movement of people, goods and information.
• It is important to highlight sustainable travel modes in facilitating GMSF growth. Where transport network enhancements and improvements are referred to, it is important that significant focus be placed on the road network, including potential enhancements or improvements to the Strategic Road Network. • Opportunities for a modal shift to rail for both passenger and freight must be secured. • We need a transport body similar to TfL with similar regulated pricing and an Oyster card-like system. The goal should be to become like Hong Kong where it is easier to use public transport than to drive which would help drive down carbon emissions. • Public transport in Greater Manchester is not reliable enough to displace car usage. • It is crucial that walking and cycling continues to be embedded into the city-region. The Mayor should introduce specific targets rather than aspirations for walking and cycling.
Objective 7: Ensure that Greater Manchester is a more resilient and carbon neutral city-region.
• Should promote only carbon neutral new development by 2028, together with clean air and a reduction in car dependency. Suggest that a clearer definition of 'carbon neutral' is required. • Strongly agree with objective of securing development within 800m of sustainable transport modes. • It is not clear what evidence the GMSF has to suggest that carbon neutrality of new development can be achieved by 2028. It is inappropriate for the GMSF to seek to supersede or overstep the requirements of Building Regulations, which control building standards. • Achieving carbon neutrality may have implications for development potential. • In the recent budget statement, Government returned to a commitment to make all homes carbon neutral, and to make sure there is no gas going to houses after 2025. The UK has just failed to reach 16 of 19 climate change targets, so it is irresponsible to set a date of 2028. The plan should also address retrofitting existing building to low or neutral carbon standards.
Objective 8: Improve the quality of our natural environment and access to green spaces.
• There should be reference to the access to specific countryside areas within the city-region. • Welcome the improved access to the natural environment, however the increasing popularity of Dunham Park is causing traffic congestion and parking issues. Future development should address this by increasing public transport and considering park and ride schemes. • The proposed development of new homes would only worsen the quality of the natural environment. • Would like to see a specific commitment to greening and biodiversity net gain as standard within new urban development.

- Aims to reduce flood risk not met by the number of proposed allocations, which would reduce flood plains and green space and lessen the flood resilience of the Pennine villages in Rochdale.

Objective 9: Ensure access to physical and social infrastructure.

- Proposals to add housing would add significant pressure to the already stretched transport, schools and healthcare services across the city-region, which would contradict this strategic objective.
- There seems to be no mention of green infrastructure.
- Whilst there is recognition, in this objective, that social infrastructure is important; this must include informal inside and outside meeting places. All neighbourhoods need social space and most do not have it.
- Would welcome additional wording to ensure that our communities and businesses are supported by infrastructure that is resilient to future climate change impact.

Response to comments

Our Vision
The GMSF Vision replicates that of the Greater Manchester Strategy as the GMSF represents one of the tools at Greater Manchester's disposal to achieve its overall ambition. The ambitions set out in the Vision are reflected in the varied policies of the GMSF. The Key Diagram is an indicative/illustrative expression of the spatial strategy, therefore it is not necessary or appropriate for all parts of the northern or southern areas to be covered by the relevant shading.

Objective 1
The level of growth being proposed has been calculated using the standard methodology for local housing need. The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan. The release of greenfield and Green Belt land has, however been kept to a minimum with opportunities for regeneration of existing urban areas being maximised where possible. The planning system will not be the only way that affordable housing will be delivered, therefore Greater Manchester's approach to tackling the housing crisis is set out in the GM Housing Strategy

Objective 2
The GMSF sets out a very clear preference for using previously developed (brownfield) land and vacant buildings to meet development needs. Other than in relation to the site selection process for identifying the strategic allocations, this is not a sequentially preferable priority. Instead the preference for using brownfield land ensures that efficient use can be of the land supply and to keep the release of greenfield and Green Belt land to a minimum

Objective 3
The prime sectors identified in the GMSF to support economic growth are: Advanced manufacturing; digital and cyber; health innovation; low carbon goods and services; business, financial and professional services and; logistics. Across Greater Manchester a wide variety of sites have been identified to meet the housing needs up to 2037 offering the opportunity for a mix of size and type of dwelling

Objective 4
Through maximising the potential from our national and international assets Greater Manchester will be able to increase the future prosperity of its residents. The overall strategy does not preclude development in the south. It seeks to boost the northern competitiveness

whilst sustaining the competitiveness of the South and Manchester Airport is an important asset. The Prosperous GM Chapter sets out in more detail the key growth locations which will enable GM to maximise the benefits of these assets, the list in Objective 4 is not designed to be exhaustive

Objective 5
Access to green space is addressed through Objective 8 and will be delivered through a number of policies within the GMSF, particularly those within Greener GM. Affordable housing is addressed through Objective 1. As with others, the delivery of this Objective will not be through housing delivery alone, the GMSF provides a comprehensive suite of policies which are designed to meet these overall Objectives

Objective 6
Our Network Chapter and the 2040 Transport Strategy set out the details of how we will achieve this objective. In particular proposals for major improvements to public transport, walking and cycling facilities across Greater Manchester together with options for integrated ticketing, reform of the bus market and whole route upgrades

Objective 7
Further evidence has been prepared in relation to Greater Manchester's carbon neutral targets and our pathway to achieve these. The Sustainable and Resilience Chapter sets out specific policies to enable this Objective to be met

Objective 8
This is a high-level strategic objective to frame Greater Manchester's approach to the natural environment and greenspaces and therefore it would not be appropriate to include the level of detail suggested. Greener GM identifies policies to protect and enhance green infrastructure, including seeking the net enhancement of biodiversity resources. Site specific concerns are addressed elsewhere and/or would be considered as part of future planning application

Objective 9
Policies within the plan make it clear that development will need to be supported by the necessary infrastructure, including physical and social infrastructure. IN particular policies within Greener GM and GM for Everyone. These policies will help to ensure that this objective is met. Resilience to climate change is addressed in both Objectives 2 and 7 therefore it is not necessary to include within this objective. Additionally a detailed policy framework relating to climate change is provided in the Sustainable and Resilient Chapter

3.1.3. Our Strategy

There were 11,175 comments in relation to this chapter. The comments received were wide ranging and many of the issues raised are covered in more detail in other chapters.

There was general support for a strategy to drive inclusive growth and to boost economic performance in the north of the conurbation but some disagreement over whether the strategy would achieve this. Some respondents considered that growth in the north should not be at the 'expense' of continued growth in the south, and that the plan would not meet the needs of southern districts, whilst others felt that the south was being unfairly advantaged and that the north should have less growth.

The growth projections for both housing and employment were challenged as being too low or too high. There was support for the brownfield preference by many, however this was also strongly challenged on the grounds that it was contrary to national policy.

More detailed comments in relation to specific elements of the strategy are set out below

Spatial Strategy: Overall

Spatial Distribution
• The northern parts of the City region need to catch up and should seek to achieve increased targets for employment and housing growth in this regard. However, this should not be done at the expense of the south of the city region where there is increased demand for growth. • Both the north and south can grow at increased levels without any genuine threat to the ambition of improving the north. Curtailing growth or reducing targets beyond those required to meet demand is unsustainable. • It cannot simply be assumed that demand for housing will be transferred to the opposite side of Greater Manchester (i.e. from south to north). • A reduced housing need figure, an increased estimate of current housing supply (and ambitious delivery and density targets for town centres in particular) has led to a lower number of allocations and a marked decrease in the amount of land to be released from the Green Belt. • The plan will not deliver the number of homes and employment space required over the plan period and is therefore destined to fail in turning Manchester into a top global city. • The strategy does not capitalise upon the growth potential which will be unlocked by Manchester Airport, HS2 and Northern Powerhouse Rail. These will connect the North West region and Greater Manchester to the rest of the UK and the world, further increasing the level of demand for employment, housing and other uses. • The strategy set out in the GMSF appears to ignore the fact that Greater Manchester has been almost entirely focused on high-rise, city centre development for the past two decades and that this has created a shortfall of homes due to a lack in the variety and quantum of land available. • Greater Manchester's ambitions will not be met given the scale, diversification and pattern of development proposed within the Framework.
Northern Areas:.
• Despite the North Bolton Strategic Opportunity area no longer being proposed, there still remains an imperative to identify sustainable and deliverable sites in Bolton that

have the potential to add diversity to the housing market and support initiatives and programmes promoting economic development and job creation.

Southern Areas:

- It is apparent that the needs of Stockport, Trafford and the City of Manchester cannot be met through the GMSF.

Manchester Airport:

- Addressing the north/south imbalance should not preclude delivering further significant development in the sustainable and commercially-attractive locations adjacent to Manchester Airport.
- Allow greater flexibility for future B2/B8 development proposals around the airport.
- As the Greater Manchester boundary is tightly drawn around the airport and M56 to the west, with part of runway 2 actually within Cheshire East, it will be important to consider how land in Cheshire East can help to maximise the potential of the Airport and the HS2 station both during and beyond the plan period.

Response to Comments

Spatial Distribution
The GMSF sets out a comprehensive strategy to deliver inclusive growth across the whole of Greater Manchester ensuring that existing inequalities will be reduced. The plan is supported by extensive evidence to demonstrate that its objectives can be delivered.

Northern Areas
There is a wide range of sites identified within Bolton's Strategic Housing Land Availability Assessment (SHLAA) to deliver new homes over the lifetime of the GMSF

Southern Areas
In providing a comprehensive strategy, the needs of Greater Manchester, including those of Stockport, Trafford and the City of Manchester, have been met collectively through the GMSF

Manchester Airport
Manchester Airport is one of Greater Manchester's key assets and as such it is identified as a key growth location in the GMSF. Greater Manchester is committed to working with our neighbours in relation to our growth ambitions in the vicinity of Manchester Airport.

GM-Strat 1: Core Growth Area

Infrastructure
• The public transport network will need to be overhauled if people are to stop using vehicles. • There needs to be a complete rethink of the main routes into Manchester. The M602 ends at Trafford Road in Salford leading to severe congestion. The A580 East Lancs Road ends at Salford University and then into Chapel Street with one lane available at best which causes congestion. These are just two examples of access to the City Centre being poor. • The Manchester Ship Canal has the potential to be a major link to Trafford Park and The Quays. Abandoned commercial sites along its course would be better utilized than proposed sites on already congested roads. • The transport infrastructure needs to be put in place before the construction on the proposed development proceeds. • Focusing growth at the Core Growth Area will help maximize accessibility of jobs and it is hoped that the access will be supported by more sustainable public transport modes. People will drive their cars rather than using public transport, cycling or walking and this should be discouraged.
Economy
• There needs to be social mobility and further job creation. • Trafford Park has been lacking investment and development for decades. Media City also has the potential for further growth. Port Salford is more problematic as it straddles an already congested road. Although it offers job opportunities, its proposed size threatens to dwarf the small and relatively isolated communities of Irlam and Cadishead. • Growth areas should be located out of the city to spread prosperity to other areas. Otherwise, Manchester will become like London with only the very rich or poor able to live there and support workers forced into commuting from dormitory towns on the outskirts, which will add to congestion. • Manchester City Centre and the South receives more investment than the North. Concerned that the bulk of investment will continue to be directed there. • There should be more emphasis on promoting growth in town centres such as Bury, Rochdale and Oldham. • Whilst Trafford Park does have huge employment potential, shouldn't other areas be considered to make it equal? For example, Manchester Airport would increase international competitiveness and help spread where people live to relieve pressure on the existing high demand on infrastructure in Trafford.
Housing
• Would like to see a stronger emphasis on affordable housing, since evidence from other cities suggests that unless this is actively planned in, lower-paid workers end up being priced out of the areas where they need to work. The concept of inclusive growth should incorporate the notion of 'rights to the city'. • Supportive of development and focussing the growth of housing in the proposed core areas, but this approach must not be to the exclusion of investment that supports the growth of jobs, training and enterprise outside of the core areas

Response to Comments

Infrastructure
Focusing a significant amount of growth in the centre and around Greater Manchester's assets will enable maximum access to jobs and services however it is acknowledged that there needs to be an infrastructure programme to support the needs of the existing and new communities and this will be delivered alongside the GMSF

Economy
The economic strategy within the GMSF seeks to deliver inclusive growth by not only capitalising on Greater Manchester's existing assets but also by identifying significant opportunities in the north of conurbation.

Housing
The GMSF provides a comprehensive strategy to deliver homes in sustainably communities which meet the needs of Greater Manchester including aiming to deliver at least 50,000 affordable homes by 2037 and ensuring that new development is supported by the necessary infrastructure

GM-Strat 2: City Centre

Principle of development
• The policy is not bold enough; it needs a stronger vision. • Suggestion that the city centre is too small. • Concerns expressed that too many flats being built and the approach fails to improve people's quality of life • Concerns expressed about the loss of character in the city centre as a result of new development. • Support expressed as it continues on the successful regeneration of the city centre since the 1996 bomb. • Caution urged that new development, whilst supported, needs to avoid compromising areas such as the Gay Village and Northern Quarter. • Suggested that the approach needs stronger regard to accommodating leisure space and nightlife. • Need to balance development in city centre with opportunities in surrounding local authority areas – risk of underutilised office accommodation, especially as technological change reduces the human admin workforce.
Housing
• Concern that apartments in the city centre are left vacant for months due to the high prices (viewed as investment vehicles without an incentive to seek occupation). • A proportion of new homes should be for social rent. • Questions raised as to whether the proposals will actually be delivered. • The housing in the city centre needs to move away from just young couples to make a diverse population.
Employment and Economy
• General concern that jobs being created could be based on “gig economy/ zero hours” culture. We need to provide people the skills, education and experience for a decent future to allow them to contribute to the local economy and their community neighbourhoods not just an easy come easy go option. • Need new commercial estates for small/medium size business offering warehouse/office units 2000sq/ft+ to encourage entrepreneurship.
Green Belt
• Comments linked to support for brownfield development to reduce/prevent development in the Green Belt .
Brownfield
• Support for brownfield development as a priority over greenfield/ Green Belt sites.
Transport – Highways / Public Transport / Cycling / Walking
• Identified that transport improvements (particularly public transport, but also roads) needed to support growth. • Some support expressed for the Metrolink tunnel idea. • Suggestions made to build a Metrolink line up the Oxford Road corridor, as far as Whitworth Park. • Concerns expressed that public transport into the city centre is too expensive. • Suggested that the ring roads need burying or raising so they don’t form such a barrier to people going into the city centre. • Identified a need for increasing provision for cycling in the city centre. • Visitors who through necessity have to travel by car find it almost impossible to navigate through the city centre. • Metrolink bottleneck in the city centre; problems here impact the whole network • Some scepticism raised that HS2 will be delivered.

Social Infrastructure

- Concern that there is little/no provision for schools in the city centre for all the people who live there.
- The social infrastructure also needs to be thought through for schools, doctors and dentists.

Environmental – Green Infrastructure, Biodiversity, open space

- Improvements in the public realm, walking and cycling facilities, and green infrastructure will help to enhance the environmental quality of the City Centre.
- Suggested that the city centre needs many more green spaces.
- The City Centre approach from Piccadilly for business or tourists is wholly unpleasant.

Air Quality

- Concerns expressed about air pollution in the city centre.
- Air pollution needs to be addressed with dedicated green spaces in the city centre.

Heritage

- The city is losing its identity, buildings with history and character are being sacrificed for boring concrete towers.

Other

- Concerns expressed about levels of crime; homelessness; and drug use in the city centre
- Suggested that the city centre is being gentrified.

Response to comments

Principle of development
At the heart of the GMSF strategy is maintaining and strengthening the city centre's role as the most significant economic location in the country outside of London. Significant levels of growth are therefore proposed in this location, including expanding its residential offer. However, current uses (including its heritage and cultural assets) will be maintained and protected. To help to ensure maximum benefits are achieved from the growth in the City Centre, significant improvements to public transport is also proposed.

Housing
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. As a whole the GMSF aims to deliver at least 50,000 affordable homes by 2037, however, the specific requirements for local areas will be set by the relevant local planning authority

Employment and Economy
The City Centre has significant development potential and will be the largest source of new jobs over the next few decades. The GMSF seeks to ensure that the opportunities offered by the City Centre will be accessible to Greater Manchester's residents, including through access to the right types of training and improvements to public transport

Green Belt
Promoting the City Centre as a one of Greater Manchester's growth areas offers significant opportunity to maximise the use of previously developed land and to minimise the use of greenfield and Green Belt land for development in the GMSF

Brownfield
Support noted

Transport – Highways / Public Transport / Cycling / Walking

The GMSF seeks to significantly reduce the need to travel by private car and as such is supported by a comprehensive package to improve transport facilities across Greater Manchester including specific proposals within the City Centre. These include improvements in the public realm and walking and cycling facilities across the City Centre and addressing the current network capacity issues across the City Centre which will enable the future expansion of the rapid transit public transport network across Greater Manchester. HS2 is a national infrastructure project, however its anticipated completion towards the end of the plan period will dramatically reduce journey times to London, Birmingham and other cities in the North and will therefore further enhance the attractiveness and potential of the City Centre

Social Infrastructure
The GMSF clearly states that new development will be supported by the necessary infrastructure, including where appropriate schools and medical facilities

Environmental – Green Infrastructure, Biodiversity, open space
New development in City Centre will be supported by improvements to the public realm; walking and cycling facilities and; green infrastructure which will help to enhance the local character and environmental quality

Air Quality
Greater Manchester is introducing a comprehensive range of measures to support improvements to air quality and development within the City Centre will be supported by appropriate improvements to Green Infrastructure.

Heritage
The new functions in the City Centre will be delivered in a way that seeks to protect and enhance the City Centre's historic environment and assets.

Other
The new functions in the City Centre will be delivered in a way that seeks to complement existing uses and the proposed improvements to the public realm and green infrastructure will help to enhance the local character and environmental quality

GM-Strat 3: The Quays

Principle / scale of development
• The area is of international importance – the first sentence of the policy should also make reference to The Quays being a main town centre • General support for continued development of the area for a mix of uses • Integral part of Greater Manchester and links Salford and Trafford to Manchester • The ambitions for The Quays and the City Centre appear too similar and should instead be distinctive places (The Quays should be focussed on arts and media), whilst others commented that The Quays and the City Centre actually complement each other • Development should be accommodated elsewhere in Greater Manchester, in places such as Wigan in order to boost northern competiveness
Housing (inc affordable housing)
• Dwellings in the area are not affordable, and are mainly high rise flats that do not have gardens for children • Concern that homes are being bought as investments and then sub-let, including for short term lets • Need to be clear whether the 8,000 homes target for Salford Quays is within the 50,000 target for the City Centre, and fully evidence where the dwellings at The Quays will be located
Employment and Economy
• MediaCityUk is an important economic asset which has significant economic potential • Question whether additional office floorspace is needed given there are vacant office buildings and offices being converted to residential uses at The Quays, whilst the job market is also changing with more people working at home • Concerns about the accessibility of jobs for local people, the need for greater links to training opportunities, opportunities for small and community-led businesses, and jobs usually being low paid / zero hours contracts • Housing should not be the sole focus of development • There is a need for some manufacturing and warehousing floorspace at The Quays, as well as a focus on finance and IT
Green Belt
• Good example of brownfield development as an alternative to Green Belt proposals
Brownfield
• Good example of brownfield development
Transport – Highways / Public Transport / Cycling / Walking
• Poor infrastructure / need better transport links • Public transport, cycling and walking should be prioritised; although the area is well served by the Metrolink it is however overcrowded, slow and expensive • Need to make better use of waterways, and be clearer about the sustainable transport proposals for the area • Without better transport links from northern areas, the focus on investment in the Quays, City centre and Core Growth Area will self-perpetuate the economic imbalance and deprivation of the Northern Districts • The Quays is within close proximity to the M602 corridor and there is potential for the proposed development to impact the strategic route network
Social Infrastructure
• Concerns about the retail and leisure offer in the area, including vacancies in the outlet mall

Environmental – Green Infrastructure, Biodiversity, open space

- Potential harm to the role of Salford Quays as a habitat, including birds
- Lack of greenspaces and trees; any developments should be required to provide greenspaces which includes consideration of maintenance
- Greenspaces should be made available along the waterfront, rather than developed for office buildings and apartments
- Rubbish in the waterways needs addressing
- The Quays is within an opportunity area for heat/energy networks; this should be referenced within the policy

Air Quality

- Development will worsen existing issues of poor air quality

Flood risk

- Flood risk in the area should be assessed
- A large area of the location is within flood zone 2; it is essential that the policy reflects the need to ensure that high quality design is resilient to future climate change impacts

Other

- Poor urban environment quality; concern over poor design in the area, density of development and tall buildings, urban sprawl, and loss of character
- Compared to other major international cities the Quays cannot be considered as a major tourist destination

Responses to Comments

Principle / scale of development

- Policy GM-Strat 12 of the Publication GMSF identifies that a new town centre is proposed for designation at Salford Quays in the Publication Draft Salford Local Plan: Development Management Policies and Designations.
- General support for a mix of uses at the Quays is noted.
- The Quays and the City Centre share many of the same attributes and so form part of the Core Growth area. The Quays policy refers to its leisure and tourism role, whilst it is clear that "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".
- Boosting northern competitiveness is covered within policy GM-Strat 6. High levels of development at places like the Quays are complementary to this and the overall GMSF strategy.

Housing (including affordable housing)

- The GMSF sets out the overall minimum number of dwellings that should be affordable across Greater Manchester (50,000). Salford's local plan considers the requirements for affordable housing in more detail (policy H4).
- Given the characteristics of the Quays it is accepted that the vast majority of new development will be in the form of high density apartments. However, ground floor duplexes with some outdoor private amenity space would be encouraged.
- Policy in Salford's Publication Local Plan deals with the issues of short term lets (policy H10).
- In line with the Diagram showing the Core Growth area the target for dwellings in Salford Quays is separate to that for the City Centre. The location of all dwellings that are

assumed to be built across all of GM can be found through the housing land availability data at MappingGM.

Employment and Economy
- Importance of MediaCityUK is noted.
- Although there has been more home working over recent years, and particularly currently due to the Covid-19 pandemic, there is insufficient evidence to suggest that there is no longer any additional need for office space particularly given a growing population and workforce.
- There are a range of job types at The Quays which are accessible to a wide range of people. The GMSF seeks to ensure that the jobs at The Quays will be accessible through improved training opportunities and improved transport links including links to key rail stations and the City Centre.
- As noted in the policy, The Quays will continue to develop as an economic location of national significance, characterised by a wide mix of uses.
- It is not considered that The Quays will be developed for new manufacturing and warehousing space as this would be an inefficient use of space in this particularly accessible location. There are however such opportunities in areas close to the Quays (such as at Trafford Park).

Green Belt
- Comments noted relating to the Quays being a good example of brownfield development as an alternative to Green Belt proposals.

Brownfield
- Comments noted relating to the Quays being a good example of brownfield development.

Transport – Highways / Public Transport / Cycling / Walking
- The policy is clear that 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.
- Other policies within the plan seek to promote public transport, cycling and walking.
- There is the potential for a new Metrolink line connecting Salford Quays and Salford Crescent Station, improving sustainable transport access to Salford Quays and its integration with the City Centre and the rail network.
- Policy GM-G 3 states that in making planning decisions, regards will be had to increasing the use of canals and waterways for active travel.
- High levels of development at places like the Quays are complementary to increasing the competitiveness of the Northern Districts and are at the heart of the overall strategy in the GMSF.
- Any impact of proposals on the SRN will be considered as part of the planning application process, and through strategic modelling.

Social Infrastructure
- As noted in the policy, The Quays will continue to develop as an economic location of national significance, characterised by a wide mix of uses, including retail.

Environmental – Green Infrastructure, Biodiversity, open space
- The policy is clear that the high environmental quality of the Quays (including its public realm, green infrastructure, wildlife sites and heritage assets) will be protected and enhanced as its essential distinguishing features, and excellent, distinctive design will continue to be a priority.
- Rubbish in the waterways falls outside of the scope of the GMSF and is managed through separate processes rather than through the planning system.

- Policy GM-S 3 sets out the overall approach to Heat and Energy Networks.

Air Quality

- Various policies within Greater Manchester's Transport Strategy 2040 are aimed at improving air quality across the Region. Greater Manchester is also releasing a Clean Air Plan for consultation coinciding alongside release of the GMSF. In addition, policy GM-S6 deals with clean air.

Flood Risk

- Any impacts of flood risk will have to be considered at the planning application stage and be consistent with policy GM-S 5.

Other

- Development needs to be in line with GM-E 1 (Sustainable Places). In addition, there are detailed policies on design within Salford's Local Plan.
- The Quays will continue to develop as an economic location of national significance, characterised by a wide mix of uses. Its business, housing, leisure and tourism roles will all be significantly expanded, in a mutually supportive way, reinforcing the area's interest, vibrancy and unique identity to reduce levels of unemployment and poverty in Greater Manchester's communities.

GM Strat 4: Port Salford

Principle / scale of development
• Object to scale of the proposed development • Question the need of the facility with issues identified including the proximity to facilities at the Port of Liverpool • Support for the tri-modal facility • Policy should refer to the full City Gateway proposal including the City of Salford Stadium and City Airport and Heliport. • Site should be expanded to enable delivery of 675,000sqm in total at Port Salford • The development should be located in Trafford Park • Development should be focussed on South Manchester and not Salford
Housing (inc affordable housing)
• Site should be used for housing • Need to have housing adjacent to the proposed development
Employment and Economy
• Proposal will be good for economic growth and jobs, open up Manchester to international trade, boost productivity and the prosperity of the area • A relatively small number of people will be employed on the site due to automation and computerisation • Unclear whether the units will be occupied, where the businesses will come from and whether they will remain.
Green Belt
• Object to development of Green Belt land with reference made to the role of the former golf course in separating Irlam and Eccles and its role as a 'green lung'
Brownfield
• Reference to derelict land along the ship canal as an alternative to Green Belt development
Transport – Highways / Public Transport / Cycling / Walking
• Site benefits from good transport links • Support for the proposal including the use of rail and water to move freight • Question the demand for canal traffic, with reference made to most freight in the UK being transported by road and the site's proximity to the facilities at the Port of Liverpool • Questions around the capacity of the Ship Canal to support the development with reference made to the size of boats and the implications of unloading/reloading onto smaller ships at Liverpool • Concerns that users may not rely equally on road water and rail based modes. Suggestion that the policy should support equal shares and limit volume of HGV movements to ensure it really is a tri-modal facility • Unclear when key infrastructure associated with the permitted Port Salford will be delivered • There should be an independent investigation into the provision of infrastructure to support the scheme • Proposal will exacerbate existing traffic problems / congestion on the local and strategic road network • Proposal will reduce congestion / traffic on roads • Highway improvements must be part of any scheme • Road infrastructure should be in place before the port is operational

- An M62/A57 link will only allow more vehicles into the area worsening existing problems
- The delivery of highway improvements cannot be funded entirely by Port Salford. Collaboration is required to unlock the potential of the site whilst addressing existing congestion in the local area.
- There should be a new road bridge from Partington to Irlam
- Little mention of public transport access for employees
- Road safety issues associated with HGVs
- Support for a potential new station but more details needed, including in respect of services
- Should provide a rail link from the Port to Manchester airport
- Question whether the proposal will be future proofed for HS3
- Welcome a Metrolink extension to the area
- Barton aerodrome should become an air freight facility and provide short domestic flights to alleviate pressure at Manchester Airport
- Support the protection of the aerodrome for aviation purposes only
- A need to provide decent paths and rights of way
- There should be more of a focus on cycles and should be links between Trafford Park and Peel Green before road freight capacity is increased
- More information is required about the impact on the Ship Canal
- Concerns relating to increased ship movements and lower level canal crossings towards Liverpool, particularly in Warrington

Social Infrastructure

- Question the provision of community facilities such as schools, doctors and dentists.

Environmental – Green Infrastructure, Biodiversity, open space

- Concerns relating to loss of agricultural land and loss of peat, habitats and wildlife including protected species
- Green space in/at urban edges should be retained
- The impact of the development on green space is minimal
- Proposal is part of the inevitable creep into the countryside post 2037
- Need for blue and green infrastructure along the canal
- Policy does not reference environmental considerations

Air Quality

- Use of ship canal has potential to result in less vehicle movements and help improve air quality.
- Development will have a negative impact on air quality including through increased traffic and rail.
- Ships tend to have particularly poor emissions conflicting with the GM Clean Air Plan
- Reference should be made to omitting carbon emissions

Other

- Will result in noise and light pollution

Responses to Comments

Principle / scale of development

- The scale of development responds to the tri-modal opportunities that the site will benefit from (it will be the UK's first tri-modal inland waterway port located on the unique Manchester Ship Canal). It reflects floorspace with planning permission and also floorspace proposed for allocation in the GMSF that is currently in the Green Belt.
- Port Salford will be supported by sustainable transport which will ensure that the economic growth at this location is accessible to a wide range of residents and will reduce poverty in Greater Manchester.

- City of Salford Stadium (AJ Bell) and City Airport and Heliport are not part of Port Salford proposals and it is not considered to be appropriate to widen the area to also include these leisure uses.
- Expansion to 670,000sqm is not supported. The land between the proposed site allocation and Irlam which is currently designated as Green Belt (and which would accommodate any additional floorspace) is proposed to be retained as Green Belt in the GMSF.
- It is noted that there are some opportunities for employment development within places like Trafford Park. However, Port Salford will take advantage of new port facilities, rail link and highway improvements. This will provide one of the most well-connected and market-attractive industrial and warehousing locations in the country.

Housing (including affordable housing)

- Developing the land for housing would not make best use of the tri-modal linkages the Port Salford location benefits from. Sufficient land for new homes has been identified elsewhere across Greater Manchester.
- The land between the proposed site allocation and Irlam which is currently designated as Green Belt is proposed to be retained as Green Belt in the GMSF and is not considered appropriate for new housing. Equally residential development as part of a mixed use scheme has potential to create amenity issues for prospective residents.

Employment and Economy

- Comments noted with regards to Port Salford being good for economic growth.
- Job densities relating to the logistics sector are generally lower than other traditional employment sectors. The sector is an important part of a functioning economy and this site provides a particular opportunity in this regard given its proximity to the tri-modal connections to be delivered to the south of the A57. A diverse economy is considered to be important in respect of the positive contribution it can make to economic inclusion and economic resilience objectives.
- Occupation of the units will be demand-led and so at this stage there is no certainty as to where the businesses will come from. However, given the nature of the development it is likely to be attractive to new and existing business drawn from a wide area.

Green Belt

- The need to deliver the long-term positive outcomes of the Greater Manchester Strategy is considered to amount to exceptional circumstances which justify altering the boundaries of the Green Belt. The case for exceptional circumstances is explained further in the Green Belt topic paper. Tri-modal facilities at Port Salford will support a more sustainable logistics sector, and enabling its expansion will help to significantly boost the competitiveness of Greater Manchester.
- Port Salford and its tri-modal connections have been identified as a strategic opportunity for Greater Manchester and it is therefore appropriate to consider its allocation through the GMSF in order to provide greater certainty around its deliverability.
- An assessment of Green Belt harm resulting from the release of GMSF allocations has been undertaken. It is identified that the release of this allocation would cause 'moderate' harm to Green Belt purposes and 'no/negligible' harm to adjacent Green Belt.
- The land between the proposed site allocation and Irlam which is currently designated as Green Belt is proposed to be retained as Green Belt in the GMSF.

Brownfield

- Although there may be other land along the ship canal, Port Salford in a GM context is uniquely positioned having regard to road and rail links, as well as the waterways.

Transport – Highways / Public Transport / Cycling / Walking

- The GMSF is supported by detailed transport evidence.
- Policy GM-Strat 4 requires that "The development of Port Salford must ensure that necessary transport infrastructure is delivered, including highway improvements to accommodate the likely scale of traffic generation, in a way that is compatible with 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."
- Part of the Port Salford area already has planning permission for employment floorspace and so transport implications were fully considered through this process.
    - With regards to the impact of the additional floorspace as a result of the allocation of land currently in the Green Belt, a transport Locality Assessment for it identifies that significant issues are forecast to be experienced at junction 11 of the M60 and subsequent junctions along the A57. Due to the uncertainty over the delivery of a new junction on the M62 and link road to the A57, this has not been tested. The assessment therefore presents a worst case scenario that assumes access is provided solely from the A57 Liverpool Road and does not reflect opportunities to secure a mode shift to active travel. This is particularly notable for this allocation where the purpose of the development is to secure a modal shift towards the sustainable movement of goods via water and rail. It is recognised that the assessment does not reflect the likely level of impact. Further work will now be undertaken in consultation with the landowner, TFGM and Highways England to assess the allocation in greater detail taking into account the unique nature of the development. The impact of a new junction on the M62 will be considered as part of this work.
    - The GMSF site allocation policy requires that the site delivers the necessary highway improvements of a local and strategic nature (criterion 5), maximises links to existing transport services, supports new routes and services, including accommodating an extension to the Trafford Park Metrolink line to serve the site (criterion 7).
    - The GMSF site allocation policy explains that the development of this site will not be commenced until the rail link, highway improvements, canal berths and container terminal associated with the permitted Port Salford scheme have been completed and are operational (criterion 3).
    - Further consideration of the transport implications of the scheme is required beyond the Locality Assessment undertaken to date. This will consider trip generation and modal shares resulting from the development.
    - The permitted Port Salford scheme to the south of the A57 will be served by a rail link and canal berths/container terminal providing new opportunities to transport freight by rail and water.
    - The tri-modal connections to be provided as part of the permitted Port Salford south of the A57 are central to the proposed extension of Port Salford. It is therefore appropriate to include policy requirements that ensure that this infrastructure is in place and operational prior to the development of the site.
    - There are currently no firm plans for a road bridge from Partington to Irlam, or a rail link from Port Salford to Manchester Airport.
    - Given the heritage assets at Barton aerodrome it is not appropriate for it to become an air freight facility that also provides short domestic flights.

Social Infrastructure

- The GMSF requires all new development to be supported the necessary infrastructure based on the type and scale of development.
- The Port Salford allocation will be required to make appropriate contributions to address its impacts in accordance with policy PC1 (Planning obligations) Salford Local Plan: Development Management Policies and Designations (January 2020) once it is adopted.

Environmental – Green Infrastructure, Biodiversity, open space

- Part of Port Salford already has planning permission for employment uses. The comments below relate to additional land currently in the Green Belt, that is proposed for allocation for employment floorspace.
- It is not considered that the site presents any significant ecological constraints, subject to appropriate mitigation measures being taken. Where considered relevant, specific issues that need to be addressed have been identified in the GMSF site allocation policy, these include criteria 11, 12, 13, 14 and 15. These matters will be considered in more detail at the masterplanning stage.
- The site will be required to deliver a minimum 10% net gain in biodiversity (criterion 11). This is in line with Environment Bill and is expected to become a national requirement.
- A limited amount of development on high grade agricultural land is proposed in the GMSF and considered necessary to meet development needs. An agricultural land survey would allow the significance of the loss to be better understood and weighed against the benefits of development.
- The allocation will incorporate high levels of landscaping, walking and cycling routes and retain key landscape features (criteria 6 and 11).
- It is understood that the golf course has now closed. The GMSF site allocation policy has been updated to require that the development justifies and provides full compensation for the loss of the golf course in accordance with the National Planning Policy Framework (criterion 10 of the allocation policy).

Air Quality

- Comments relating to use of ship canal having the potential to result in less vehicle movements and help improve air quality is noted.
- The Air Quality Management Area associated with the M62 motorway runs along the site's northern boundary. It is not considered that the site presents any significant air quality constraints, subject to appropriate mitigation measures being taken. These matters will be considered in more detail at the masterplanning stage and an air quality impact assessment will be required when a planning application is submitted. The majority landowner has completed a baseline air quality study which will be published for information alongside the Publication Draft GMSF.
- One of the key attributes of the allocation is its potential to move freight from the roads and move it more sustainably. The GMSF site allocation policy requires that the infrastructure associated with the permitted Port Salford scheme is completed an operational before the expansion is commenced (criterion 3). Criteria 6 and 7 of the GMSF site allocation policy also require that the development is designed to maximise the use of sustainable modes.
- The GMSF states the aim of delivering a carbon neutral Greater Manchester no later than 2038 and sets out a pathway to achieve this.
- Various policies within Greater Manchester's Transport Strategy 2040 are aimed at improving air quality across the Region. Greater Manchester is also releasing a Clean Air Plan for consultation coinciding alongside release of the GMSF.

Other Detailed mitigation in respect of noise and light pollution is a matter of detail that would be dealt with through the preparation of the future masterplan/framework or at the future planning application stage.

GM-Strat 5: Inner Areas

Green Belt/Brownfield
• Opposition to development on Green Belt land and an indicated preference for development on Brownfield land or in inner city areas. • Proposals for use of existing brownfield sites. • Boroughs where regeneration offers an alternative to Green Belt release should be given support and encouragement to improve existing communities. • The bulk of additional housing should be located in the Inner Areas and not on the Green Belt. • Any existing Green Belt should be maintained in order to prevent urban sprawl in these locations. • Growth should be encouraged in the North of the conurbation to avoid loss of Green Belt land.
Infrastructure
• The M60 is too congested and the plan is not addressing transport infrastructure sufficiently. • Deprived areas need to have the necessary infrastructure including access to good schools. • Support the policy as it has the potential to provide a great deal of housing with less impact on transport infrastructure than commuting in from the affluent south. • Sustainable modes of transport should be encouraged.
Housing
• Concern that the housing proposed and on offer is not truly affordable and skepticism about the definition of affordable used in the plan. • Either high-rise developments should be halted or priority should be given to more affordable options for residents. • New development should be high-density affordable housing not social housing. • Locate housing near employment opportunities to limit pollution and to encourage the diversity of residents no matter age, income, or disability to be part of those opportunities. • Importance of social housing should be emphasised as it supports more vulnerable communities than affordable housing. Affordable housing is not affordable for most people.
Environment
• Further development and the vehicles that accompany it would negatively affect air quality. Air quality is already at dangerous levels in the city-region. • Importance of supporting green infrastructure emphasised. • Park provision emphasised. Particularly the importance of conserving heritage assets like Angel Meadow.
Response to comments Green Belt/Brownfield The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan. The release of greenfield and Green Belt land has, however been kept to a minimum

Infrastructure
GM Strat 5 is a high level policy, however, the GMSF ensures that new development will be supported by necessary infrastructure, including the provision of appropriate sustainable travel opportunities, schools and medical facilities to meet the needs of the communities.

Housing
The Inner Areas offer 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. As a whole the GMSF aims to deliver at least 50,000 affordable homes by 2037. The specific requirements for local areas will be set by the relevant local planning authority and it is through its Housing Strategy that Greater Manchester sets out its approach to tackle the housing crisis

Environment
Greater Manchester is introducing a comprehensive range of measures to support improvements to air quality. New development in the Inner Areas will be supported as necessary by improvements to green infrastructure and existing historic and environmental assets will be protected and enhanced.

GM-Strat 6 Northern Areas

Green Belt/Brownfield
• Prioritise development on Brownfield land before releasing land from the Green Belt. • Opposition to development on Green Belt land because it would lead to pressure on physical infrastructure and pollution. • Concerns about the environmental impact of development and how it could affect global warming. • Loss of Green Belt would mean more of a 'city centre atmosphere' and could lead to urban sprawl. • Concerns about the potential impact on air quality throughout the city-region. • Boroughs where regeneration offers an alternative to Green Belt release should be given support and encouragement to improve existing communities.
Infrastructure
• Transport connections are vital to encourage greater levels of commuting into town centres and the city centre. • The focus on Northern Areas should facilitate much needed regeneration including redevelopment, stock renewal, addressing dereliction and supporting community and transport infrastructure through partnerships and investment. • Employment and housing should be located along key transport infrastructure where people can easily move around using public transport, which further supports the green strategies of the GMSF. • Metrolink would need additional capacity to support the number of additional proposed households. • The M62, M61 and M60 currently fail to cope with rush hour demand.
Housing
• Southern Areas should meet their own housing need whilst uplifting the housing and employment requirements for the Core and Northern Areas to drive economic growth and competitiveness. • Concern that the GMSF fails to identify enough housing land to meet the need. This in turn constrains growth in Bolton, as a sufficient housing market is required to stimulate economic growth in the borough. • Utilise old mills and closed down retail premises for new housing. • Plans for luxury and executive housing will not meet the needs for proposed jobs in the area as most of Rochdale's industry is warehousing. • Pleased to see an emphasis on the potential of town centres as part of boosting northern competitiveness through housing and transport infrastructure.
Town Centres
• Concerned about the hollowing out of existing town centres if Green Belt development is made too easy. Loss of open spaces would create vast distribution parks with poor wages, limited jobs and a lack of long-term security. • More easily accessible and affordable parking is needed. • Transport connections are vital to encourage greater levels of commuting into the town centres. • There should be more conversion to housing within town centres. • We need to not only concentrate on the development of the town centres or the main towns like Bury we need to look at the surrounding smaller towns like Radcliffe, Ramsbottom and Tottington that are forgotten about when money is allocated.
Response to comments Green Belt/Brownfield The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development

required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan. The release of greenfield and Green Belt land has, however been kept to a minimum with opportunities for regeneration of existing urban areas being maximised where possible. Greater Manchester is introducing a comprehensive range of measures to support improvements to air quality.

Infrastructure
The GMSF is supported by detailed transport evidence which is reflected as appropriate in the detailed allocation policies associated with this strategic growth area policy. Proposed development will be supported by necessary infrastructure including the provision of appropriate sustainable travel opportunities and highway improvements and social infrastructure such as schools and health facilities. Improving transport links across The Northern Areas will ensure that residents will be able to access opportunities across Greater Manchester and will therefore help to reduce inequalities.

Housing
The GMSF identifies sufficient land to meet the housing needs of Greater Manchester. The land has been identified in a way that meets the overall Vision and Objectives of the plan and will deliver a mix of housing sizes and types. The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. This includes the potential use of mills and buildings currently in non-residential use

Town Centres
The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan. Town centres, including those in The Northern Areas, will continue to be developed as local economic drivers and will be the focus for office, retail, leisure and cultural activity. They are complemented by a diverse collection of smaller town centres and local centres across the ten districts, each of which have an important role to play in the future growth of Greater Manchester.

GM-Strat 7 M62 North East Corridor

Infrastructure

- Transport networks such as M60 and Metrolink are already at capacity and development will just add further. They are only useable if you live and work on their routes.
- The smart motorway has not improved traffic congestion. If these proposals go ahead, congestion in Greater Manchester will only worsen.
- Junction 18 off the M60 has to be improved as a matter of urgency. A new junction to service the Pilsworth Industrial Estate would be an improvement.
- The fact there are a lack of public transport routes between certain areas, for example Littleborough and Milnrow, means the vast majority of commuters will drive.
- Any expansion in physical infrastructure will lead to higher levels of pollution, accidents, delay and congestion.
- Scale of development proposed in the M62 North-East Corridor will inevitably lead to increased travel between Greater Manchester and Rossendale/East Lancashire, increasing congestion on the M66 in particular.
- There are currently not enough places available at doctors, dentists and in schools. More houses will result in longer waiting times and less availability of these services.
- Fibre-to-premises broadband would reduce the need to travel.
- The Woodhead route to Sheffield should be used as an alternative as the M62 is currently at capacity.
- Redevelopment of existing Heywood Industrial Park would create a world class distribution centre. Completing the A637(M) to M60 and proposing new motorway would tackle congestion
- Due to topography and lack of a rail link, the M66 is the critical transport link between Rossendale/East Lancashire and the rest of the country. Local concern that economic growth, future development and social opportunities are being constrained by congestion.

Warehousing/Industry

- The likely prominence of automation in industry in the future means that building further warehousing is unnecessary.
- Warehousing is not the sort of industry that provides wages high enough to afford the types of proposed housing in this plan.
- Kingsway Business Park has been open for at least ten years and it still is not full. No guarantee that building more mean economic growth.
- Logistics should not be prioritised as it will generate relatively few poorly paid jobs and will do little to revive the economy of the northern boroughs.
- Welcome the emphasis on promoting the opportunity for high quality, high productivity employment in growth sectors such as advanced manufacturing, and the commitment to development on a scale which will attract major inward investment.

Green Belt

- The loss of Green Belt and quality farmland would cause pollution. Brownfield land should be used instead.
- Removing land from the Green Belt could lead to urban sprawl.
- Green Belt development would negatively affect air quality. Milnrow records the highest reportable level of nitrogen dioxide, adding further cars would add to this problem.
- By not releasing enough land within the Green Belt in this area, the GMSF and GMCA risk not transforming the M62 Growth Corridor enough in order to attract businesses, jobs and much needed housing.

Response to comments

Infrastructure
The GMSF is supported by detailed transport evidence which is reflected as appropriate in the detailed allocation policy associated with this strategic growth area policy. Proposed development will be supported by necessary infrastructure including the provision of appropriate sustainable travel opportunities and highway improvements and social infrastructure such as schools and health facilities.

Warehousing/Industry
The level and types of economic development proposed in the GMSF have been identified in order to respond to the estimated employment land demand up to 2037. The economic strategy within the GMSF seeks to deliver inclusive growth by identifying a range of sites in a range of locations offering a mix of types of industry.

Green Belt
The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land (some of which is farmland) as it is critical to the delivery of the overall vision and objectives of the plan. Greater Manchester is introducing a comprehensive range of measures to support improvements to air quality

GM-Strat 8 Wigan Bolton Growth Corridor

Principle of development
• The development should work so long as all the objectives of the policy are implemented. • There was support for the new road link between M6 and M61, increased use of the Atherton rail line, three new potential stations and the extension of the rapid bus connections. • Support that the lowland wetlands and mosslands form part of the Green Infrastructure network and for the growth corridor generally as the area has many deprived communities so it is particularly important to ensure local people benefit • The approach towards building on brownfield sites was supported as was the infrastructure improvements to Westhoughton. • Environmental and social priorities should drive development not economic development. • Spatial concept of a growth corridor not liked. • The plan period should be shortened to identify requirement and necessary future Green Belt development.
Housing
• Plans for luxury homes will not meet local housing needs. • Wigan can meet is housing need from sites in the urban area without the need to release West of Gibfield and North of Mosley Common from the Green Belt. • A higher level of growth in Wigan and Bolton is required to reflect the strategy of the corridor to create a regionally significant area of economic and residential development. As such more houses are required in Standish. • Bolton's housing requirement has been reduced by 3,000 dwellings which at odds with the objectives of the growth corridor.
Employment and Economy
• Empty business units and vacant brownfield sites should be used first, and refurbished where necessary to meet modern business needs, before releasing land in the Green Belt for new units. • Too many warehouses are being built and are proposed along the M6, M61 and M62 and will have a significant cumulative impact on the Green Belt. • Highlighting logistics as a key driver of allocations will generate relatively few, poorly paid jobs and do little to revive the economy. • The projected growth in jobs in unreasonable.
Green Belt
• Development sites in the growth corridor will result in significant urban sprawl, merging Atherton and Westhoughton. • A disproportionately large amount of Green Belt and greenspace will be lost around Westhoughton and Atherton compared to other areas in Greater Manchester. • The GMSF plan period should be shortened so that no Green Belt release is required.
Brownfield
• Brownfield sites and vacant properties in the urban area should be developed before considering Green Belt.
Transport – Highways / Public Transport / Cycling / Walking
• Leigh needs better connectivity and road capacity improvements to accommodate growth. • New road between M6 and M61 much needed to reduce journey times and reduce traffic congestion on existing roads. • The proposed transport links seem to gravitate towards Manchester on a North West to South East but nothing for North/South. • Allocation process seems to be based on accessibility to the M6 and M61 through a new strategic link road, however no consideration has been given to protect rail access to the sites. • New strategic link road will just open new green spaces for development.

- Improvement of road networks should also note the need to provide a safe fully accessible sustainable transport scheme from the outset.
- Improvements to rail and Metrolink are required.
- An outer circle Metrolink line is required to connect towns to avoid Manchester City Centre.
- The links through the corridor should be extended eastwards so connections are made to Bury and Rochdale.
- Little mention of public transport services to Hulton Park in light of the proposals.
- Work needed to improve existing infrastructure e.g. making Daisy Hill train station wheel chair accessible.

Physical Infrastructure and utilities

- The growth corridor will have an impact on water, gas and electricity supplies.

Social Infrastructure

- Local schools, GP surgeries and dentists are at full capacity and will not be able to accommodate demand from the site.

Environmental – Green Infrastructure, Biodiversity, open space

- The development will result in the loss of wildlife habitats, some of which are protected.
- The greenspace at Hulton Park should remain free for everyone to enjoy.
- Public rights of way should be maintained.

Air Quality

- Air quality in the area is already poor and will be made worse by the additional traffic created by new houses, businesses units and the new link road.
- The new link road will increase noise pollution.
- Concerns about cutting down of trees and impact on carbon storage.
- Development leads an increase in air pollution and therefore failure to meet strategic objective 7 (make GM a carbon-neutral city region)

Flood risk

- Part of the site is at risk of flooding and should be protected from development.
- Sustainable drainage systems should be implemented on site and referred to in the allocation policy.

Heritage

- Hulton Park is a Grade II listed property and should be protected

Other

- Concerns that investment in Bolton Town Centre has not been successful.
- Investment in Wigan and Bolton Town centres in welcome and important for their vitality and viability.
- Middlebook has taken investment away from Bolton Town Centre.
- Economic regeneration should focus on town centres as they attract higher skilled employment, while out-of-town development can deepen low-skilled job markets and sectors.
- The cumulative effect of new development in the area on traffic, noise, air pollution, green space and urban sprawl will make the area unpleasant to live in and have a negative impact on people's wellbeing.
- More houses in the area will increase crime.

Response to comments

Principle of development:
Support for aspects of the Policy is noted.
The Policy aims to boost the competitiveness of this part of Greater Manchester and deliver inclusive growth, including both employment and housing development. The GMSF needs to be read as a whole and this Policy should be read in conjunction with other GMSF Policies that focus

upon environmental and social matters, such as meeting carbon commitments, green infrastructure and health.

Housing:
A mix of house types and tenures will be provided in accordance with GMSF Policy GM-H3, which states that development across Greater Manchester should seek to incorporate a range of dwelling types and sizes to meet local needs and deliver more inclusive neighbourhoods.
The GMSF Wigan's housing needs to 2037 cannot be met without the release of some Green Belt land for housing.
Sufficient land has been identified within the baseline land supply along the growth corridor to a create a regionally significant area of economic and residential development.
The scale of housing growth required across Greater Manchester has been derived in the light of the Government's Standards Methodology and distributed to meet the wider aims of the GMSF strategy.

Employment and Economy:
There are no available and deliverable sites outside of the Green Belt in Wigan Borough that have the attributes – namely scale, prominence and direct accessibility to the strategic network – to capture the economic demand from growth sectors, including logistics, along the M6 Corridor.
Based on the Employment Density Guide produced by the Homes and Communities Agency (HCA), the site allocation at M6 Junction 25 is anticipated to generate in the region of 1,600 new full-time equivalent jobs.

Policy GM-P1 identifies the 8 main town centres in Greater Manchester amongst key locations that will help to maximise economic growth in an inclusive way, alongside the M6 Corridor hub in Wigan, and other locations including Salford Quays and Manchester City Centre.

Green Belt
Exceptional circumstances that outweigh the harm to the Green Belt have been demonstrated that justify the release of Green Belt land in the Wigan – Bolton Growth Corridor.
Green Belt is proposed for release in locations all over Greater Manchester and the level of release in the Atherton-Westhoughton area is not considered disproportionate and is necessary to meet development needs. Additional land is proposed for inclusion in the Green Belt at Ditchers Farm, Westhoughton.

Brownfield:
Prioritising the use of brownfield land to meet development needs is a key objective of the GMSF as set out in the strategic objectives and Policy GM-S1 Brownfield sites within the Corridor that are deemed suitable and deliverable for development are included within the land supply. However, there is simply not enough deliverable brownfield sites to meet identified needs.

Transport:
The Policy recognises the importance of sustainable transport and highlights that measures to improve the provision of bus services and to increase the use of rail lines will be implemented within the Corridor.
The Policy should be read in conjunction with other GMSF policies that cover transport issues in more detail. This includes policies on the provision of a sustainable and integrated transport network, public transport, streets for all, walking and cycling, freight and logistics, and transport requirements of new development.
Objective 8 of the GMSF is to improve the quality of our natural environment and access to green spaces. New development will be required to accord with Policies on creating a Greener Greater Manchester, when appropriate.

GM-Strat 9 Southern Areas

Principle / scale of development
• Concern about urban sprawl from the scale of development. • Agree that southern areas should take less development • Southern areas are being unfairly advantaged by taking less pressure from development and less Green Belt loss. Northern areas should have less development. • Attractiveness of the southern areas will be lost by loss of Green Belt. • Focusing development on northern and central areas will risk failing to meet housing and employment needs in the southern areas. Southern areas need more development. • Agree with sustaining and enhancing the attractiveness of the southern areas.
Housing (inc affordable housing)
• Increase the amount of affordable housing. • Oppose building of more housing in southern areas. • There is demand for family housing in southern areas that needs to be met.
Employment and Economy
• Southern areas are in a great position to attract economic prosperity.
Green Belt
• Opposition to releasing land from the Green Belt • Some support for the selective release of Green Belt
Brownfield
• Develop brownfield sites and reuse empty buildings before developing on Green Belt.
Transport – Highways / Public Transport / Cycling / Walking
• Development will increase road congestion. • Public transport links need to be improved. • Objections to the development of HS2. • Some support for HS2 based on it attracting new jobs and demand for housing.
Social Infrastructure
• Social infrastructure such as health services and schools are already overstretched and development will increase pressure on them.
Environmental – Green Infrastructure, Biodiversity, open space
• Wildlife habitat and agricultural land needs to be protected from development.
Air Quality
• Development will have a negative impact on air quality.
Flood risk
• Concern that more development will increase flood risk.
Heritage
• Conserve and enhance the setting of heritage assets in the area including Dunham Massey, Quarry Bank Mill and Lyme Park.
Other
• Expansion of Manchester Airport will increase air pollution, noise pollution, aviation fuel smells, traffic congestion, land taken up by airport parking and will contribute to climate change. • Some support for expansion of Manchester Airport and that the Airport should be fully taken advantage of as an asset for new housing and economic development.

Response to comments

Principle / scale of development
The GMSF identifies sufficient land to meet the housing needs of Greater Manchester. The land has been identified in a way that meets the overall Vision and Objectives of the plan. The spatial strategy seeks to deliver inclusive growth across Greater Manchester, helping to reduce inequalities and poverty in Greater Manchester communities. The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan.

Housing (incl affordable housing)

As a whole the GMSF aims to deliver at least 50,000 affordable homes by 2037, however, the specific requirements for local areas will be set by the relevant local planning authority. The GMSF identifies sufficient land to meet the overall housing needs of Greater Manchester. The land has been identified in a way that meets the overall Vision and Objectives of the plan and will deliver a mix of housing sizes and types

Employment and economy
Comment noted.

Green Belt
Support noted. The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan.

Brownfield
The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan.

Transport – Highways / Public Transport / Cycling / Walking
The GMSF is supported by detailed transport evidence which is reflected as appropriate in the detailed allocation policies associated with this strategic growth area policy. Proposed development will be supported by necessary infrastructure including the provision of appropriate sustainable travel opportunities and highway improvements. HS2 is a national infrastructure project, however its anticipated completion towards the end of the plan period will dramatically reduce journey times to London, Birmingham and other cities in the North and will therefore further enhance the attractiveness and potential of Greater Manchester

Social Infrastructure
Proposed development will be supported by necessary infrastructure including the provision of appropriate social infrastructure such as schools and health facilities

Environmental – Green Infrastructure, Biodiversity, open space
Where development is necessary, it will provide appropriate safeguards and/or mitigation in relation to environmental matters.

Air quality
GM Strat 9 is a high-level strategic policy, the GMSF needs to be read as a whole. As set out in the Clean Air Policy in the GMSF, Greater Manchester is introducing a comprehensive range of measures to support improvements to air quality.

Flood risk
The GMSF is supported by a Strategic Flood Risk Assessment, the findings of which have been included as necessary in the relevant allocation policies in the plan as GM Strat 9 is a high-level strategic policy. Additionally new development will be guided by the policy framework set by the Flood Risk and the Water Environment policy which promotes an integrated catchment based approach.

Heritage
GM Strat 9 is a high-level strategic policy. The GMSF needs to be read as a whole, the Heritage Policy sets out an approach to positively preserve and enhance the significance of Greater Manchester's designated and non-designated heritage assets

Other
Manchester Airport is the third busiest passenger airport in the UK and is a key factor in realising the wider growth agenda for the North. Development at Manchester Airport will be in line with Manchester Airport Group's Corporate Social Responsibility Strategy (CSR). The CSR recognises that aviation is one of the hardest industries to decarbonise and as such it sets out a commitment to achieving net zero carbon emissions from their airport operations by 2038

Policy GM-Strat 10: Manchester Airport

Principle / scale of development
• Support expressed for the policy identifying that continued expansion of the airport is required for further development in the city/ broader region; is vital for further travel opportunities; important for the provision of jobs; and helping to provide local authority investment funding/keeping council tax bills down. • Incompatibility of the development proposals and the plans objectives for carbon neutral development/ climate change mitigation.
Housing
• Housing in the correct areas is important to support the expansion.
Employment and Economy
• Suggested that the airport is bringing international business and consequently jobs to Manchester. Improving the links will definitely improve prosperity in the region. • Growing business via the Airport City will suck business investment from other parts of the conurbation moving wealth to the South and increasing demand and congestion on already strained infrastructure. • There is too much proposed office space at the airport. Unused office space across Manchester should be used instead.
Green Belt
• Concerns about the proposed Green Belt deletions proposed with respect to allocations at the airport or nearby locations.
Transport – Highways / Public Transport / Cycling / Walking
• Improving transport links to the airport are important to facilitate further growth at the airport (delivery of HS2/ Northern Powerhouse Rail). • Some scepticism over whether HS2 and Northern Powerhouse Rail will be delivered
Air Quality
• Concerns with respect to aviation fuel pollution from existing and increasing levels of flights planned.
Other
• Too much focus on air transport will not help Greater Manchester to become carbon neutral. • No details on how increased carbon emissions associated with increased traffic through the airport will be dealt with. • Concerns about increasing noise pollution from the proposed expansion plans. • Must reduce air travel if we are to save our environment. • Delays in getting in and out of the Airport are becoming increasingly more strenuous. • Concerns expressed that car parking charges, including for drop-off and pick-up are unpopular.
Responses to comments Principle / scale of development Support for the policy noted. Manchester Airport is the third busiest passenger airport in the UK and is a key factor in realising the wider growth agenda for the North. Development at Manchester Airport will be in line with Manchester Airport Group's Corporate Social Responsibility Strategy (CSR). The CSR recognises that aviation is one of the hardest industries to decarbonise and as such it sets out a commitment to achieving net zero carbon emissions from their airport operations by 2038. Housing Comments noted

Employment and Economy
The level and types of economic development proposed in the GMSF have been identified in order to respond to the estimated employment land demand up to 2037 and the land has been identified in a way that meets the overall Vision and Objectives of the plan

Green Belt
The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan.

Transport – Highways / Public Transport / Cycling / Walking
The GMSF is supported by detailed transport evidence which is reflected as appropriate in the detailed allocation policy associated with this strategic growth area policy. Proposed development will be supported by necessary infrastructure including the provision of appropriate sustainable travel opportunities and highway improvements. HS2 is a national infrastructure project, however its anticipated completion towards the end of the plan period will dramatically reduce journey times to London, Birmingham and other cities in the North and will therefore further enhance the attractiveness and potential of Greater Manchester.

Air Quality
GM Strat 10 is a high-level strategic policy, the GMSF needs to be read as a whole. As set out in the Clean Air Policy in the GMSF, Greater Manchester is introducing a comprehensive range of measures to support improvements to air quality. Additionally development at Manchester Airport will be in line with Government Policy and Manchester Airport Group's Corporate Social Responsibility Strategy (CSR).

Other
Development at Manchester Airport will be in line with Manchester Airport Group's Corporate Social Responsibility Strategy (CSR). The CSR recognises that aviation is one of the hardest industries to decarbonise and as such it sets out a commitment to achieving net zero carbon emissions from their airport operations by 2038. The GMSF is supported by detailed transport evidence which is reflected as appropriate in the detailed allocation policy associated with this strategic growth area policy. Proposed development will be supported by necessary infrastructure including the provision of appropriate sustainable travel opportunities and highway improvements

GM-Strat 11: New Carrington

Principle / scale of development
• The site will contribute to meeting the housing land supply shortfall • The New Carrington site does not align with the GMSF objective to invest in the north of Greater Manchester • General concern that the scale of the site, across three different communities will lead to a loss of local identity • Ensure that the relationship between new development and the existing Partington estate is satisfactory.
Housing (inc affordable housing)
• Significant support for affordable housing with many responses stating that the 30% requirement should be higher, conversely some developers object to the 30% requirement • There is a need for affordable housing which is suitable for both families and single individuals • Concern that 'affordable' housing is not genuinely affordable to many people • Much of the housing stock in this area is terraced housing and there is a need for detached, family housing
Employment and Economy
• No evidence to support the need for such a large amount of employment land • The proposed warehouse development will not generate sufficient jobs in the local area • Some support from respondents for the proposed employment land around the north of the site, adjacent to existing employment areas
Green Belt
• Significant objection to the loss of Green Belt land • General concern that the level of Green Belt loss in Trafford is disproportionate considering the currently small amount of Green Belt in Trafford when compared with other GM districts • The proposed loss of green space will have a negative impact on health and wellbeing • Concern about how the remaining Green Belt will be protected
Brownfield
• Support brownfield development within the New Carrington allocation • Respondents considered that housing should be delivered on the brownfield land only, this would negate the need for Green Belt release
Transport – Highways / Public Transport / Cycling / Walking
• Significant concern about existing congestion issues on the road network, particularly on the A6144 through Carrington • Many respondents noted the limited information about the transport infrastructure needed to deliver the New Carrington site • Significant concern from some residents about the proposed Carrington Relief Road and the lack of consultation on this proposal • Some support for new link roads to relieve existing congestion • Need to understand the impact the New Carrington development will have on the M60, Junction 8 • Existing public transport network is limited and the cost of many services is prohibitive to current residents using the network • Significant support for improved public transport infrastructure and cycling and walking routes • Rights of Way should be maintained with the same amenity value

Physical Infrastructure and utilities

- Significant COMAH and gas pipe constraints across the site which will restrict development
- A landscape buffer should be retained around the Altrincham waste water treatment works. There may also be a need to expand the treatment works in future.

Social Infrastructure

- Concern that GP practices in the area are already overstretched and that new provision would be required to support the development
- Many schools are already oversubscribed, particularly at primary level

Environmental – Green Infrastructure, Biodiversity, open space

- Significant concern about the loss of wildlife habitats
- Significant objection to the loss of mossland, respondents considered that this should be retained for its biodiversity value and as a carbon store
- Concern about the loss of green infrastructure
- Concern about the landscape impact of the development. Much of the site is currently open countryside
- The site offers an opportunity for biodiversity net gain

Air Quality

- Development will have a negative impact on air quality
- Concern that the proposed new roads will impact on air quality

Flood risk

- Carrington Moss floods on a regular basis and helps to prevent flooding of the surrounding area
- Sustainable Drainage Systems (SUDS) should form part of the development

Heritage

- Development to the south of the allocation needs to consider the setting of Dunham Massey

Other

- The Carrington site does not fit the GMSF Spatial Strategy
- Significant concern that the development will cause increased noise and light pollution
- Object to safeguarded land within the allocation and consider this should be available for development within the plan period
- Some developers support the requirement for a Masterplan or similar, whilst others object to this requirement
- Likely to be construction difficulties associated with development on a peat bog
- The GMSF consultation has not been properly publicised

Responses to comments

Principle / scale of development
This site contributes to meeting the employment and housing needs identified for Greater Manchester. The GMSF needs to identify sufficient land to meet the housing and employment land needs of Greater Manchester. The land has been identified in a way that meets the overall Vision and Objectives of the plan. The spatial strategy seeks to deliver inclusive growth across Greater Manchester, helping to reduce inequalities and poverty in Greater Manchester communities. New development in this growth area will be fully integrated with the existing communities of Carrington, Partington and Sale West recognising their local character.

Housing (inc affordable housing)
The GMSF is supported by detailed viability evidence. As a whole the GMSF aims to deliver at least 50,000 affordable homes by 2037. It is through its Housing Strategy that Greater Manchester sets out its approach to tackle the housing crisis including acknowledging that there is a variety of ways to deliver affordable homes. The specific affordable housing requirements for New Carrington are set out in the associated allocation policy, based on the findings of the viability evidence. The allocation will deliver a mix of housing sizes and types.

Employment and Economy
Support for the policy noted. The level and types of economic development proposed in the GMSF have been identified in order to respond to the estimated employment land demand up to 2037

Green Belt
The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan. The remaining Green Belt will continue to be protected through the National Policy and the GMSF and evidence has been prepared to identify opportunities to enhance the beneficial use of the Greater Manchester Green Belt

Brownfield
Support for the policy noted. The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan.

Transport – Highways / Public Transport / Cycling / Walking
The GMSF is supported by detailed transport evidence which is reflected as appropriate in the detailed allocation policy associated with this strategic growth area policy. Proposed development will be supported by necessary infrastructure including the provision of appropriate sustainable travel opportunities (both public transport and active travel opportunities) and highway improvements

Physical Infrastructure and utilities
GM Strat 11 is a high-level policy, constraints such as those listed above have informed the details set out in the allocation policy in the GMSF

Social Infrastructure
Proposed development will be supported by necessary infrastructure including the provision of appropriate social infrastructure such as schools and health facilities

Environmental – Green Infrastructure, Biodiversity, open space
GM Strat 11 is a high-level policy however the detailed allocation policy states that natural environment assets within the site and surrounding area will be protected and enhanced. There will be an enhanced delivery of ecosystem services through the restoration and creation of areas of wetland within the site in the context of the Local Nature Recovery Network for Greater Manchester.

Air Quality
GM Strat 11 is a high-level strategic policy, elsewhere in the GMSF there is a policy dealing with Air Quality and the GMSF needs to be read as a whole. This policy is part of

a comprehensive range of measures being introduced by Greater Manchester to support improvements to air quality

Flood risk
The GMSF is supported by a Strategic Flood Risk Assessment, the findings of which have been included as necessary in the relevant allocation policies in the plan, GM Strat 11 is a high-level strategic policy. Additionally, a specific thematic policy (Flood Risk and the Water Environment) promotes an integrated catchment based approach which includes a policy framework in relation to sustainable drainage systems

Heritage
GM Strat 11 is a high-level strategic policy, however the detailed allocation policy is supported by a Heritage Assessment and seeks to positively conserve all aspects of the historic environment. Additionally the Heritage Policy within the GMSF sets out an approach to positively preserve and enhance the significance of Greater Manchester's designated and non-designated heritage assets

Other
This site contributes to meeting the employment and housing needs identified for Greater Manchester. The GMSF allocations have been identified through a site selection process which sets out a number of criteria in order to ensure that the overall spatial strategy meets the Vision and Objectives of the plan. GM Strat 11 is a high-level policy, the detailed policy framework for the area can be found in the associated allocation policy. As required, the GMSF 2019 consultation was carried out in line with the relevant district's Statement of Community Involvement

GM-Strat 12: Main Town Centres

Town Centres
• Towns need to become the distinctive, local and unique places that they once were. Investment is required to allow town centres to compete. Town centres need revitalising, not just redeveloping. • Policies need to look at more than just the top tier of towns such as Denton. • Town centres in the city-region are overdeveloped and as a result, congestion is becoming an issue. • Policy of increased densities is wrong. We should make areas less dense so people can see nature with sub-centres in each area allowing local access to shops and services. • Potential for service industries such as finance and legal in Altrincham and Stockport. Can encourage small businesses by lowering rates. • Concerned that local authorities are financing redevelopment of retail centres when money should be going into affordable housing, care workers, social services, youth clubs, more policing etc. • Note the contradiction between building in the centre, south and north and building fast transit to the Trafford Centre and the policies on improving town centres.
Transport
• Concerned about air pollution and air quality from traffic. • Town centres are not the main transport hubs. The buses do not work, the roads are very busy, the Metrolink does not run to maximum frequency and are too expensive and the trains are too infrequent. • Not enough car parking in centres, roads are gridlocked and public transport is too expensive. • Hard to attract investment to town centres when the Metrolink provides a short journey to one of the nation's best city centres. • More parking is required at Metrolink stops. • Stockport should be connected to the Metrolink.
Housing
• Change of focus needed on town centres. They need to become more residential which would then attract more businesses. It will also improve footfall and help create vibrancy. • Adding extra houses to town centres is not the solution to prevent their decline. • The type of housing being built is not for young people so it will not encourage town centres to thrive. We need more terraced/town houses so that more green space is preserved. We need housing for more affluent people to encourage them to use nearby town centres. • If we only build apartments, people will just move out when they want to start a family or become more successful.
Retail
• More encouragement is needed of small, independent and local businesses to provide a unique offer. Every town centre has half of the same shops as each other currently. • The amount of empty shops needs to be addressed. Retail rents need to be more affordable so that they can be filled. • Concerned about the loss of traditional marketplaces within town centres. • Need to move away from building out of town retail parks. • Need to help shops survive rather than turning them into residential use.
Response to comments Town Centres Town centres will continue to be developed as local economic drivers and will rightly be the focus for office, retail, leisure and cultural activity. Town centres are amongst the most accessible locations by public transport, cycling and walking. The policy in the GMSF to apply higher densities within town centres means that the release of greenfield and Green Belt land can be

kept to a minimum. The main town centres identified in the GMSF are complemented by a diverse collection of smaller town centres and local centres across the ten districts, each of which have an important role to play in the future growth of Greater Manchester.

Transport
The GMSF seeks to develop the roles of the town centres as major transport hubs by creating a network of active travel routes. The GMSF is supported by detailed transport evidence however, it is a high-level, strategic plan and detailed parking policies would therefore be more appropriate to district local policies. As set out in the Clean Air Policy in the GMSF, Greater Manchester is introducing a comprehensive range of measures to support improvements to air quality.

Housing
The GMSF clearly states that opportunities to further increase the population in these centres will be taken. Expanding the resident population will be part of a package of measures, some strategic and some local in nature, which will generate the necessary footfall and vibrancy to sustain facilities. The GMSF promotes a mix of type and size of home to meet the needs of the population, supported by the necessary infrastructure

Retail
The GMSF seeks to provide the right conditions to enable town centres to adapt and respond to changing circumstances, which will enable them to generate the necessary footfall and vibrancy to sustain facilities. The policies in the GMSF will also be complemented by other initiatives both at a national and local level to ensure that town centres continue to be the focus for office, retail, leisure and cultural activity.

GM-Strat 13: Strategic Green Infrastructure

Principle
• Strongly agree with the policy to protect and enhance Green and Blue Infrastructure assets • Green Infrastructure is very important to health and wellbeing of people and the identity and sustainability of a place, and so should be integrated into new and existing communities, aided by planning policy The GMSF underestimates the importance of Green Infrastructure, and there is a need for joined-up thinking between this policy and other conflicting policies • The term Green Infrastructure is vague and does not provide specific details of what it will include • Green infrastructure needs to be joined up with adjoining strategic planning and Green Infrastructure provision, not end at the Greater Manchester boundary This is not a strategic policy and should be deleted • There is little point providing further Green Infrastructure if the existing parks and amenities are not going to be improved. Any new parks and amenities need to be ring-fenced for maintenance
Scope
• Urban Green Infrastructure, including parks in town centres and growth areas, should be referenced in the policy • The fourth strategic green infrastructure asset “Trees and woodland” should be renamed to clearly include hedgerows • The existing network of footpaths and public rights of way are critical in GM and should be classed as ‘strategic’ in planning terms
Implementation
• Public access to green and blue spaces should be guaranteed to those spaces created and enhanced
Response to comments Principle Support for the policy is noted. Protecting and enhancing the green infrastructure network throughout Greater Manchester is central to the overall vision for the city region. GM Strat 13 is a high-level policy which is supported by more a detailed policy framework within The Greener GM Chapter of the GMSF. Additionally the GMSF makes it clear that development will be supported by the necessary infrastructure including green infrastructure Scope GM Strat 13 is a high-level policy which is supported by more a detailed policy framework within The Greener GM Chapter of the GMSF. The categories defined in the high-level policy are considered to be the key features within Greater Manchester. However, it is recognised that other types of green infrastructure have a valuable role to play in the green infrastructure network in Greater Manchester Implementation Ensuring that there is a high quality network of green infrastructure is vital to the long-term success, sustainability and resilience of Greater Manchester. As detailed in the Greener GM Chapter, 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.

GM-Strat 14: Sustainable and Integrated Transport Network

Principle

- Agree with all general statements but the current network is not well integrated. Nothing is stated in these policies about seamless travel.
- From an inclusive growth perspective, endorse the emphasis on the development of an integrated and sustainable transport network in GM and would particularly emphasise the need to use Mayoral powers over transport to improve connectivity and reduce travel costs for low-paid workers, including: ensuring that public transport connects workers to employment sites outside 'office hours' to enable shift work; and that local journeys around the conurbation are facilitated, not just radial routes.
- New developments should be designed with public transport networks from the outset, and routes need to link homes to local centres and places of employment.
- Greater Manchester needs a comprehensive public transport network that better reflects the 24/7 / night-time economies.
- Public transport outside of the Regional Centre is inadequate and does not provide credible alternative to the private car.
- Public transport needs to be affordable, reliable, accessible, comprehensive and safe

Metrolink

- Metrolink encourages people to get out of their car and relives traffic on the road network, there is support for further expansion of the Metrolink network.
- Current Metrolink network is overcrowded and cannot accommodate more passengers or stops. There is also some criticism about the cost of travel on Metrolink.
- Criticism about the hub and spoke model of Metrolink operation and a call for Metrolink to establish orbital links between radial towns.

Cycling

- Greater Manchester needs a comprehensive and co-ordinated cycling strategy which supports behaviour change and provides a network of cycling routes.
- There is too much focus on cycling; the topography and climate of Greater Manchester are not suitable for cycling. Most people live too far from their work to be able to commute by bike.

Pollution and congestion

- Roads and motorways are congested and new developments will make them worse. Plans for public transport are not comprehensive enough to achieve modal shift and reduce congestion.
- Increasing activity at the Airport will cause more pollution.

Response to comments

Principle
The GMSF seeks to significantly reduce the need to travel by private car and as such is supported by a comprehensive package to improve transport facilities across Greater Manchester. These include improvements in the public realm and walking and cycling facilities and addressing current network capacity issues which will enable the future expansion of the rapid transit public transport network across Greater Manchester.

Metrolink
The GMSF is supported by a comprehensive package to improve transport facilities across Greater Manchester including addressing current network capacity issues. This will enable the future expansion of the rapid transit public transport network across Greater Manchester including the development of orbital links. Additionally initiatives such as integrated smart ticketing and reform of the bus market will have the potential to bring significant benefits to the network

Cycling
GM Strat 14 is a high-level policy, further details on cycling policy can be found in the “Our Network” chapter which is also complemented by initiatives such as the Bee Network which is a vision for Greater Manchester to become the first city-region in the UK to have a joined up walking and cycling network. Initiatives such as this seek to deliver high quality new and improved cycling and walking routes which will reduce barriers that currently discourage people from cycling and walking.

Pollution and congestion
GM Strat 14 is a high-level strategic policy, the GMSF needs to be read as a whole. As set out in the Clean Air Policy in the GMSF, Greater Manchester is introducing a comprehensive range of measures to support improvements to air quality. Additionally development at Manchester Airport will be in line with Government Policy and Manchester Airport Group’s Corporate Social Responsibility Strategy (CSR) which sets out the Airport’s commitment to guide the sustainable development of the Airport.

3.1.4. A Sustainable and Resilient Greater Manchester

There were 3,807 comments made in relation to this chapter. There was support for the policies in general however several respondents challenged the policies around carbon and energy (hydraulic fracturing) as being contrary to national policy, whilst some felt the policy did not go far enough and should be extended to all shale gas resources.

Whilst policies around zero net carbon development/heat networks were generally supported in principle, some respondents requested greater clarity on what this would mean in practice and raised concerns around the impact on viability.

More detailed comments in relation to specific elements of the policies are set out below

Sustainable Development
• This policy implies a sequential approach to site selection and that previously developed land will take precedence over the development of greenfield land. • National planning policy requires plans to make as much use as possible of previously developed or 'brownfield' land (except where this would conflict with other national planning policies). • Climate change is the biggest challenge facing humanity and a commitment to sustainable development should be about preventing destruction of Green Belt and building on brownfield sites instead. • Preferring to use brownfield land is inconsistent with national planning policy.
Communications Infrastructure
• There is a need to ensure that mobile communications connectivity reaches all parts of the Greater Manchester area with emphasis on those areas where demand is highest. • Development locations must have access to high-data networks including 5G. • The GMSF should set aside land for telecommunications infrastructure within employment and residential allocations. • Enable the roll-out of the latest generation of mobile technology (5G) and full fibre whilst protecting townscape quality.
Electricity Infrastructure
• There needs to be an assessment of the impact of new development upon existing infrastructure. • Prioritising the use of brown field land, building at higher densities, and a desire to maximise town centre growth, will result in additional electricity demand on the urban network. • Details of where and when developments are likely to occur is essential in forward planning terms so to provide sufficient future electrical network capacity across the GM area in the right places at the right time. • Although Manchester's urban landscape is not suited to large scale renewable developments, it is ideally placed to benefit from increased local solar generation. • Statutory safety clearances between overhead lines, the ground, and built structures must not be infringed. • Land beneath and adjacent to overhead power lines route should be used to make a positive contribution to the development of a site, e.g. used for nature conservation or open space. • Although it is preferred that buildings are not built directly beneath high voltage overhead lines, there are practical solutions which can assist in avoiding the unnecessary sterilisation of land in their vicinity.

- There is a strategic scale brownfield land resource (e.g. arising from the closure of former gas works) which could accommodate a material proportion of Greater Manchester's requirement for new homes and/or industrial/warehouse/commercial space over the plan period.

Shale Gas Resources

- The presumption against hydraulic fracturing is unjustified and unreasonable.
- It was felt by many respondents that it is too early to know if fracking is safe or not so the Greater Manchester stance against fracking is welcomed.
- In order to achieve our green agenda as set out in the plan it was agreed that fracking would seriously undermine this and only perpetuate our reliance on fossil fuels.
- There was support especially for "keeping fossil fuels in the ground", and the presumption against hydraulic fracturing that results, as it was argued that shale gas is not the answer to our energy needs. A Joint Minerals Plan Review needs to be instigated and attention was drawn to the recent 'Talk Fracking 'High Court Judgement which allows plan-making and decision-making authorities to reconsider the impacts of fracking on climate change; rather than just rely on the current wording of the National Planning Policy Framework
- There was some support for fracking in that we need to have an independent energy resource as the UK is too dependent on imported gas at the moment.
- In the short term it was argued that to accommodate the predicted growth outlined in the plan we need to embrace coal bed methane extraction and fracking. The GMSF should highlight the importance of gas in Manchester's Energy mix, the importance of maintaining energy security, and also of utilising the UKs own indigenous sources of gas, rather than imports.
- It was also felt by some that the presumption against hydraulic fracturing is unjustified and unreasonable. The GMSF is entirely contrary to the Government policy position contained within the National Planning Policy Framework, Planning Policy Guidance and the Written Ministerial Statement.
- Any Plan that impedes or prevents development for hydrocarbons in areas where they have been found and licensed by Government is unsound without strong evidential justification (which is absent from the Frameworks supporting evidence).
- The framework fails to recognise that minerals can only be worked where they occur; the contribution hydrocarbons make and will continue to make to ensuring a secure and diverse sustainable energy supply; and that the use of hydrocarbons will contribute towards a carbon neutral economy, reduce the impact of climate change, and contribute to achieving the Frameworks objectives.
- Ending fossil fuels could have consequences for householders off the gas grid who may use oil for their central heating, and who may therefore be required to purchase electric heating, with huge up-front costs.
- The Framework should specify the consequences of its policy objectives so that developers and businesses are able to plan accordingly.
- There are several terms within the framework that are insufficiently explained or defined as regards their meaning within a Greater Manchester context, i.e. 'carbon neutral', 'decentralised networks', 'zero carbon', 'heat demand reduction' and 'fossil fuels'.
- Achieving zero net carbon emissions by 2038 is overly optimistic when compared to the UK wide target of 2050.
- The GMSF should not set policies which require compliance with energy performance standards that exceed the energy requirements of current Building Regulations.
- The GMSF is inconsistent with regard to its required reductions in carbon emissions.
- Alternative routes to heat decarbonisation may be cheaper and more convenient than retro-fitting, such as a conversion to hydrogen, or injection of bio gas into the grid. Hydrogen produced by natural gas can still be carbon neutral

Heat and Energy Networks

- It was felt that all opportunities to reduce carbon emissions are welcomed even though some respondents were unclear as to what a heat network actually is.
- There was a suggestion that households and businesses should be offered grants to enable assessment of heating systems and heat loss.
- The requirement for all development over 10 dwellings to evaluate the viability of connecting to a heat/energy network is inconsistent with national policy.
- The policy would introduce uncertainty for development and the potential for an unnecessarily protracted planning application process.
- It is up to GMCA to demonstrate whether such a requirement to connect would be viable, and to assess this at the plan-making stage. It is not clear what is meant by a 'presumption in favour of network connection'.
- Heat networks should be delivered where/when they are the best solution for consumers, not as a uniform policy for all new developments of over 10 dwellings.

Resilience

- Preventing incidents should be given priority, not recovering from them.
- There were concerns that building on Green Belt as will increase flooding.
- There needs to be greater awareness around climate change, healthy lifestyles and environment.
- Retro-fitting existing buildings should be given priority.
- New housing requires new supporting healthcare, education and emergency services, and transport infrastructure.
- Sustainable design and construction methods should be used in new development.
- There was a concern at extent of GM's reliance on imported food, dependence on fossil fuels and lack of (local) facilities to deal with war, famine or major disease outbreak.
- There was a concern about the air quality impacts arising from traffic associated with new development.
- Support for having resilience mechanisms in place to protect communities.

Flood Risk and the Water Environment

- More investment is needed in flood prevention and concern over loss of green space and the consequent increase in flood risk
- The policy is considered to be vital, especially in light of climate change but there is concern that any policy will not be enforced.
- The Framework should set out how development can achieve a significant volume reduction in surface water discharge with no surface water discharging to the existing public combined sewerage network.
- It would be appropriate to split managing flood risk (Policy GM-S 5) and surface water management into two policies. This approach will appropriately embed the intentions of national policy with respect to meeting the requirements of the surface water hierarchy as referenced in the National Planning Policy Framework.
- It is critical for early phases of development to provide the drainage infrastructure to ensure the discharge of drainage for any later interconnecting phases of development.
- The design of new development should consider the inclusion of water efficiency measures in the construction of new buildings. New development should encourage water efficiency measures including water saving and recycling measures to minimise water usage.
- Development on any of the allocations within the GMSF should include a policy requirement that they are informed by allocation-wide strategies for infrastructure including an allocation wide strategy for foul drainage, surface water drainage and clean water supply.

Clean Air

- It was highlighted that development (especially of greenfield sites and building of roads) will be detrimental to air quality and other energy solutions such as hydrogen should be pursued
- There was concern that GMSF is seeking to go beyond national policy and it questioned as to what justification there is for doing this.
- It is unnecessary for any development which could have an adverse impact on air quality to make appropriate provision for future air pollution monitoring.
- The need for pollution monitoring should be limited to where/when mitigation is required due to the degree of adverse impact, and where/when it is necessary for that mitigation to be monitored over time.
- Electric buses are part of the solution and a general greater emphasis on public transport, walking and cycling. Just making cars cleaner will not resolve congestion issues. It was also suggested that gas buses could make a positive contribution to improving air quality, as they produce close to zero NOx emissions, are faster to refuel, and are cheaper to run than electric ones.

Mineral Resources

- Mineral supply cannot be assumed and it is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that Greater Manchester needs
- Clay/shale is used for the manufacture of bricks, which are in high demand, especially for house building in the North West. Clay/shale is extremely beneficial to the region.
- The properties of clay/shale are excellent from an environmental perspective, as they are very low in carbon and sulphur content, which helps to reduce the emissions created during the brick firing process.
- Providing companies with a valuable local strategic resource such as clay/shale assists the wider construction sector and also provides employment.
- Low carbon clay/shale can continue to play a large part in helping Greater Manchester become a sustainable and resilient place.
- There is currently a lack of suitable land and infrastructure to meet current or forecast demand for mineral products. Mineral extraction, distribution and associated manufacturing to supply the construction industry are essential to achieve Greater Manchester's development aspirations.
- The levels of growth and development proposed within the GMSF are likely to place significant demands on mineral resources and minerals infrastructure (such as aggregate rail sidings). Such infrastructure must be properly safeguarded.
- In the absence of an updated Joint Minerals Plan for Greater Manchester the GMSF must explain clearly how it proposes to reconcile GM's development aspirations with the requirements of the Minerals Plan policies.
- Concrete and masonry are durable building materials that can be used create energy efficient homes with low maintenance costs.
- Concrete products deliver durability and utilise thermal mass to reduce the on-going energy and carbon requirements of heating and cooling over the lifetime of a building
- Investments in transport links in the Greater Manchester area and other projects linked across the Northern Powerhouse should bring opportunities to improve freight transport capacity for minerals.

Coal Resources

- There is a need to identify areas of surface coal resource
- The Greater Manchester area, expect for Trafford, has been subject to past coal mining activity which will have left a legacy. Whilst most past mining is generally benign in nature, potential public safety and stability problems can be triggered and uncovered by development activities.

- There are areas within the Greater Manchester area which contain surface coal resource. Site allocations should be assessed in advance of development taking place.
- There may be opportunities for local businesses arising from the policy; recycling should be done locally rather than shipping materials around the world
- Good ambition but concern that Greater Manchester has a long way to go to catch-up with leading cities elsewhere in the UK / Europe; concern that the solution needs to be bigger than just local; concern that the policy is not achievable; suggestion that greater detail on how the policy will be delivered is required
- Concern that it will lead to imposition of punitive schemes increasing costs of businesses/consumers; concern that it will reduce collection of waste at homes (leading to increased fly-tipping). People need incentives to change habits; retailers / manufacturers should be forced to stop using excess packaging
- Concern that industry, retail and domestic sectors not doing their best
- Need to encourage and educate with regards to repairing/reusing/repurposing – these are higher up the hierarchy than recycling
- Concern that new development will: result in greater need for waste disposal; lead to more inefficient use of resources.

Response to Comments

Para 117 of the National Planning Policy Framework (NPPF) supports prioritisation of previously developed land. Policy GM-S 1 Sustainable Development policy sets out the preferred approach.

Additional reference included to consider land contaminated/stability issues when brining forward previously developed sites, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.

Provision of highspeed internet is covered by Policy GM-N 2.

The provision of critical and other infrastructures to support sustainable development is covered within Policy GM-E 1 Sustainable Places.

Justification text further strengthened with reference to the role of GMSF policy in contributing to sustainable development and the 2038 carbon neutrality target.

GMS-1 updated to include reference to sustainable design and construction techniques.

Additional evidence has been completed by the Tyndall Centre which considers the role of hydraulic fracturing and the impacts this may have on the carbon neutrality target for 2038. This also include consideration of the current and future energy mix for GM. Policy GM-S 2 will be updated to make additional reference to this and provide additional justification for the policy position.

Additional evidence has been completed by Currie and Brown/Centre for Sustainable Energy in relation to net zero carbon development (pathway approach, compliance with building regulations, costs, metrics and implementation). Policy GM-S 2 will be updated to make additional reference to this.

The definition of Carbon Neutrality for Greater Manchester was established by the Tyndall Centre Research '*Quantifying the Implications of the Paris Agreement for Greater*

Manchester', this has been referenced. Additional amendments have been made to Policy GMS-2 to explain what is meant by Net Zero Carbon for new development.

Policy GMS-3 makes reference to low carbon heat and energy systems.

Policy GMS-3 has been updated with further clarification provided on the '*presumption in favour*'.

NPPF Paragraph 57 advises that it is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage. This is also embedded within th approach for Policy GMS-3.

The policy wording within GMS-3 is considered flexible enough to allow a varied approach to low carbon heat and energy master planning, including consideration of technical and economic viability.

Policy GMS-4 seeks to ensure that Greater Manchester is resilient in a number of areas including preventing physical, social, economic and environmental challenges, expecting that new development should manage surface water runoff through sustainable drainage systems in line with greenfield run-off rates and supporting the retrofitting of existing buildings to enhance their resilience.

A Greater Manchester Resilience Strategy is being developed which will inform where a range of interventions will be required to improve the future resilience of the city region. More widely this will consider a range of issues that sit outside land use policy and planning to deal with chronic shocks and stresses that face the city region.

A number of the points raised in relation to the policy are addressed by other policies in the plan including Policy GMD-1 which seeks to ensure that new development is served by the infrastructure it needs, including healthcare, education and transport infrastructure. Policy GMS-7 has been amended to encourage sustainable design and construction methods in new development and reducing the potential impacts of new development on air quality are addressed in Policy GMS-6 through a variety of measures.

Policy GMS-5 covers a number of approaches to manage flood risk raised from the consultation including: using natural flood management approaches to prevent flooding by slowing the speed of water drainage; and expecting developments to manage surface water runoff through sustainable drainage systems, and on large sites with different phases of development, delivered in a holistic and integrated manner.

Policy GMS-5 has been amended to refer to the inclusion of water efficiency measures in new development.

Policy GM-D 1 covers the provision of allocation-wide infrastructure including foul and surface water drainage and clean water supply in an integrated manner.

Policy GMS-6 covers a range of measures to support improvements in air quality, including the potential impacts from new development and road infrastructure.

Outside of the GMSF, Transport for Greater Manchester have developed a 2040 Transport Strategy which focuses on the critical long-term challenges such as a rapidly growing and ageing population and climate change. It sets out long-term proposals to create a cleaner, greener, more prosperous city region through better connections and simpler travel.

The Greater Manchester Joint Minerals Plan was adopted in April 2013 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.

Additional reference included within GMS-1 to consider land contaminated/stability issues when brining forward previously developed sites, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.

Policy GMS-1 and GMS-7 updated to include reference to sustainable design and construction techniques.

3.1.5. A Prosperous Greater Manchester

1,730 comments were made on this chapter. Concerns were raised that there was limited alignment between the Greater Manchester Economic Strategy and the location of employment sites. Many respondents questioned the approach used to calculate Greater Manchester's employment floorspace needs however there was no consensus on the implications of this as comments were received stating that the GMSF both under and overestimated the need for employment land.

It was highlighted that the GMSF does not explicitly identify the scale of economic growth that it is seeking to deliver (in terms of job numbers or GVA) and concerns expressed that employment growth is not supported by sufficient housing provision

More detailed comments in relation to specific elements of the policies are set out below

Land requirement: The need for employment land has been over-estimated.
• There is adequate capacity to meet employment floorspace requirements on previously developed land. • Providing over 8 million square metres of employment floorspace is excessive and would only be necessary if around 350,000 new jobs were forecast to be created by 2037. The Greater Manchester Forecasting Model Accelerated Growth Scenario identifies around half this amount (183,689 new jobs by 2037). • Green Belt is mainly being released to cater for growth in logistic operations; these typically provide lower skilled, lower value employment opportunities, and fewer jobs per hectare than other industrial and warehousing uses such as advanced manufacturing. • The assumptions (i.e. plot ratios) that have been applied to translate floorspace figures into land requirements are flawed. • Over-provision can increase vacancy rates and lead to former industrial areas becoming blighted. • A more appropriate approach would be to phase a proportion of Green Belt sites, with their release being subject to a specified level of employment land take-up or demand transpiring during the plan period. • The GMSF fails to acknowledge that the overall requirement for industrial space has declined across Greater Manchester over the last 15 years and is likely to continue to do so (meaning vacant floorspace will become available through windfall sites). • The industry and warehousing floorspace requirement is over inflated; there are too many inflated upward adjustment factors built into the calculation (i.e. adjustments to account for the recession, margins of uncertainty, and flexibility of choice).
Land requirement: The need for employment land has been under-estimated and additional provision should be made for office and industry/warehousing development.
• The proposed provision of at least 2,460,000 square metres of new office floorspace leaves a shortfall when compared to realistic future demand; our independent assessment shows a need for 2,777,000 square metres of office floorspace over the plan period (317,000 square metres more than GMSF's). • The level of office supply provided for in the GMSF totals 2,892,705 square metres, leaving a 59,295 square metres quantitative shortfall compared to the 2,952,000 square metres office floorspace requirement identified within the Employment Topic Paper.

- This requirement figure rather than the 'need' figure should form the basis of Policy GM-P 4, i.e. 5,064,000 square metres of industry and warehousing floorspace, not 4,220,000 square metres.
- Based upon GVA, there is a need for 6.1 million square metres of industry and warehousing floorspace; around 45% more than the minimum identified within the GMSF.

Distribution of employment land: There's limited alignment between the Greater Manchester Economic Strategy and the location of employment sites

- the identification of employment sites is welcomed in the north close to areas that have not benefited sufficiently from economic growth.
- Whilst it is reasonable for the GMSF to seek to ensure that job growth is evenly spread to address economic disparities, the skills base and existing assets in the south of Manchester will be critical to driving improvements in productivity.
- There is little acknowledgment of the role that the southern area of Greater Manchester will have in supporting long term economic growth (apart from Manchester Airport). Instead, the focus appears to be on developing the M62 North East corridor and the Wigan-Bolton growth corridor.
- There's no evidence that the deliverability of the strategic employment/mixed-use allocations within these two northern corridors has been assessed.
- The distribution of employment floorspace is disproportionate, with almost three times more employment floorspace expected to come forward in major locations in the north compared to the south.
- Ambitions to boost northern competitiveness are laudable, however the Framework should not constrain growth in the central and southern parts of Greater Manchester as a consequence.
- The spatial distribution of employment land is not justified; a more sophisticated strategy should to be formulated to reflect the varying nature of employment land requirements across Greater Manchester (in terms of type, size and location), and which identifies the most appropriate locations for meeting identified requirements.
- The GMSF does not sufficiently identify or analyse evidence of market demand (such as the locational and premises requirements of the sectors forecast to grow), or compare the available stock of land with these future requirements so that gaps and any over-supply can be identified.
- A balance has to be struck between providing businesses with a range of locations to choose from, and the Framework's strategy determining the pattern of employment development.

Employment projections: The approach used to calculate Greater Manchester's employment floorspace needs is questionable.

- The time period from which take-up/completion data has been extrapolated does not cover a full longer-term economic cycle.
- Using past take up rates from between 2004/05 and 2017/18 to calculate employment land requirements is not robust.
- The GMSF is unclear as to whether the employment land projections are based upon historic take-up (of existing and/or just new premises) or just past completions of new B1/B2/B8 floorspace (and whether those figures are gross or net). It also not clear whether unoccupied floorspace (whether new or previously occupied) has been accounted for.
- No assessment is set out in the evidence base to gauge the extent to which the availability of suitable and viable employment land has constrained past take up.
- GMCA should use the pre-recession trend as a baseline for calculating office floorspace needs, and use the most recent five-year period for industrial/warehousing space given the influence that e-commerce has had on demand and take-up.

- The economic outlook for industrial and warehousing is fundamentally better than the period from which the completions trend is drawn.
- Use GVA growth to forecast future industrial and warehousing floorspace requirements.

Uplifts to past completion rates: These are arbitrary and without justification

- The uplifts applied should be significantly greater to account for past losses of employment land to residential use.
- The amount of employment floorspace the GMSF proposes is 55% higher than past completion rates suggest is necessary.

Commensurate housing provision: Employment growth is not supported by sufficient housing provision

- An under-provision of homes will result in an insufficient local labour supply; leading to unsustainable levels of inward commuting; further pressure on the regions road and public transportation networks, and increases in per capita carbon emissions.
- The Greater Manchester Forecasting Model suggests that around half of new employment from 2019 onwards will be created by firms in the high skill, high productivity sectors of business, i.e. finance and professional services, and the creative and digital industries. There is therefore a significant mismatch between the skills of the available resident population and those needed to underpin and drive economic growth.
- The assumptions made about the increased participation of the existing resident population are unrealistic; existing residents will not have the necessary qualifications and skills to fill the roles created by the sectors forecast to grow; inward migration will therefore be necessary.
- The GMSF has to provide the type of housing that employees from these growth sectors will demand and desire.
- Housing of the wrong type and in the wrong locations will fail to attract skilled workers and will therefore constrain economic growth.
- GMCA are hoping that labour demands will be met without sufficient housing having to be built.

Econometric forecasts: The GMSF does not explicitly identify the scale of economic growth that it is seeking to deliver (in terms of job numbers or GVA).

- Both the Baseline and Accelerated Growth Scenario (AGS) forecasts within the Greater Manchester Forecasting Model (GMFM) are significantly below the rate of job growth delivered in Greater Manchester over past years; the GMSF is therefore predicated upon a significant decline in job growth (an average growth of 0.4% - 0.6% per annum up to 2037), compared to 0.8% over the last 10 years, i.e. the period that included the 2008 financial crisis and averaged 0.97% between 2011-2016.
- GMCA should plan for an annual job growth of at least 0.8% to 1.0% per annum.
- The GMCA forecasts job losses in four of the 10 GM authorities – Oldham, Rochdale, Tameside and Wigan, undermining the ambition of boosting northern competitiveness.
- The Northern Powerhouse Independent Economic Review forecasts an additional 100,000 jobs over and above the GMFM Accelerated Growth Scenario (AGS).

Employment land baseline supply: The evidence suggests this is mainly poor quality and heavily constrained (preventing sites from being used effectively).

- The vast majority of the office supply (88%) is derived from previously developed sites; without a detailed assessment it is not clear whether such sites are suitable, viable or attractive to the market.
- The GMSF does not appear to have taken the quality of the employment land baseline supply into account, or assessed its ability to cater for future demand.

- No analysis has been provided to assess the impact that the proposed housing strategy will have upon the baseline supply of employment land.

Response to comments

Land requirement
Further evidence has been produced in relation to the employment land demand over the life time of the plan period. The evidence shows that the demand for Industry and Warehousing land is for over 4million sq m of land to be released for development up to 2037. The existing land supply is just under 2 million sq m therefore there is a clear shortfall in land supply. This has been supplemented to just over 4 million sq m by the selected release of sites outside the urban area, in line with the overall spatial strategy and the site selection methodology. In terms of demand for office floorspace, the evidence shows a need for over 2 million sq m of new office space up to 2037. Although the existing land supply is capable of meeting this demand, a very small amount of additional land (less than 21,500 sq m) is identified within the plan to be released from the Green Belt for the development of a Medipark in south Manchester adjacent to Wythenshawe Hospital and close to Manchester Airport

Further evidence has been produced in relation to the employment land demand over the life time of the plan period. It is appropriate for the overall land supply targets set out in both GMP3 and GMP4 to be based on the employment land need figures, derived from the evidence base. The land supply data set out in tables 6.1 and 6.2 (and on MappingGM) demonstrates that sufficient land has been identified over the course of the Plan to meet this need.

Distribution of employment land
The vision, objectives and spatial strategy contained in the GMSF are guided by the Greater Manchester Strategy, in fact they share a common vision. The economic strategy in GMSF complements that within the Local Industrial Strategy. The strategy maximises the potential of key growth locations across the conurbation, which collectively meet the strategy. These locations range from core conurbation areas such as the City Centre, the Quays and Trafford Park to new areas that will boost the competitiveness of the north, such as Northern Gateway and locations such as the Manchester Airport Enterprise Zone which will help to sustain the competitiveness of the south

Employment projections
Unlike with calculating housing need, there is no standard methodology for calculating employment land demand. However the approach followed in the employment land demand paper is not unique. There is evidence that past completions have been constrained by the lack of suitable sites resulting in Greater Manchester being unable to compete for some major occupiers. When combined with the need to secure a significant increase in the quality of accommodation across the city-region to respond to evolving business requirements and increasing globalisation, the identified demand and therefore land supply is considered to be appropriate.

Uplifts to past completion rates
It is considered that appropriate adjustments have been made in relation to employment land demand figures to take account of past under delivery and the need to have sufficiently attractive sites and premises to meet the overall ambitions of the Greater Manchester Strategy. Further details are provided in the employment land demand paper.

Commensurate housing provision
The housing need has been calculated using the standard methodology as anticipated by NPPF. The GMSF identifies a range of new housing sites, in a variety of locations. The

varied mix of sites, supported by the necessary infrastructure will provide the right level and mix of homes needed to support the economic growth.

Econometric forecasts
Unlike for housing, there is no prescribed method for identifying the employment land need, however the method used in the employment land demand paper is considered to be appropriate. The GMSF is one of the ways that Greater Manchester aims to increase the prosperity of local residents through making a full contribution to rebalancing the national economy. In this way Greater Manchester will be able to tackle historic disparities across the city-region

Employment land baseline supply
The level of land supply identified is sufficient to meet the employment land demand up to 2037. The level of need has been calculated to take account of the need to secure a significant increase in the quality of accommodation across the city-region to respond to evolving business requirements and increasing globalisation, the identified demand and therefore land supply is considered to be appropriate. Therefore supplementing the existing land supply for industry and warehousing in the way that the GMSF and the level of office floorspace available, it is considered that sufficient land has been identified

3.1.6. Homes for Greater Manchester

There were 3,322 comments received in this chapter. Many respondents commented on the methodology used to calculate Local Housing Need. Some respondents were of the view that the Government standard methodology should not be used, that the 2016 Sub National Household Projections should be used or that Greater Manchester should calculate its own housing need, whilst others were of the view that the Government methodology provided a starting point but that Greater Manchester's need was higher than the LHN as set out in GMSF.

Some respondents were of the view that there is more than one housing market area within Greater Manchester and treating it as one will lead to an under-provision of homes within certain districts. Concerns were raised that the overall need for affordable housing will not be met through the GMSF, the GMSF does not provide an adequate range of dwelling types and sizes to meet the needs of different groups in the Greater Manchester community and that the proposed housing densities are inflexible and unrealistic.

Responses were received on the supply of housing land, with some of the view that it will fail to deliver the overall housing requirement or meet the local housing needs of each respective district. Some respondents considered that each district should meet its own housing needs.

Concerns were raised around the deliverability of the proposed housing supply and the view expressed that a larger buffer than proposed should be identified as a contingency to protect against the likelihood that sites under construction or with planning permission do not deliver as anticipated or at all.

Some respondents considered that the GMSF should plan to meet Greater Manchester's housing needs evenly throughout the plan period, not towards the end of it.

More detailed comments in relation to specific elements of the policies are set out below

Housing Need: Planning for housing must be based on the latest evidence, and this means the 2016-based household growth projections should be relied upon.

- The overall GMSF housing need numbers are too high; the ONS revised their household growth projections down in 2016; these result in Greater Manchester having a housing need of 154,000 homes as oppose to the projected 201,000.
- If housing need was calculated using the 2016-based household growth projections, and adjusted to reflect realistic economic growth, then less Green Belt land would be needed for housing and jobs.
- The standard method for assessing local housing need (LHN) is fundamentally flawed as it is based on projections rather than forecasts; projections do not take account of Government policy, i.e. the United Kingdom's decision to exit the European Union and the effect this will have upon net migration and household growth projections.
- GMCA should use an alternative approach to calculate local housing need, one that uses the latest evidence and is underpinned by more realistic assumptions about future demographic growth.
- Housing need should be met by bringing empty properties back into use and incentivising landlords to let/sell the properties they own but have chosen to leave vacant.

Housing Need: The annual need for 10,580 dwellings per annum (201,000 up to 2037) does not reflect the full objectively assessed needs of Greater Manchester (actual housing need is higher than Government's standard method indicates).

- The GMCA have not taken sufficient account of any factors that would have led to a higher housing need figure being calculated, e.g. prospective housing deals and planned strategic transport infrastructure improvements.
- The standard method for assessing local housing need provides a minimum starting point in determining the number of homes needed in an area. The method does not attempt to predict the impact of changing economic circumstances on housing need.
- The housing need figure should be further uplifted to support economic growth and increase affordable housing delivery.
- GMCA have interpreted the minimum annual housing need figure as the housing requirement, rather than as the first step in a process of deciding how many more homes actually need to be planned for (the housing requirement).
- The Framework should have explained the relationship between the local housing need figure and the housing requirement figure (i.e. how LHN was translated into a housing requirement figure for strategic policy-making purposes).
- The GMSF is unclear about the exact housing requirement; it appears as if the requirement (201,000) is slightly lower than assessed need (201,077).
- Housing need has not been assessed prior to, or separate from, considering land availability and how much of the overall need can be accommodated outside Green Belt.
- The level of housing proposed will not be sufficient to accommodate the workforce created through the jobs growth forecast.
- The GMSF is planning for fewer homes in the hope that labour needs will be met by existing residents, i.e. through increased rates of participation and residents working longer. This assumes that existing residents hold the qualifications and skills required by the sectors forecast to grow.
- Economic growth will fuel an increase in household formation rates by providing younger people with a better prospect of accessing the housing market.
- The previous objectively assessed need figure of at least 227,200 new homes over the plan period was a more appropriate assessment of local housing need.
- Household projections do not take account of how many people may want to form new households, and are not a measure of how many houses would need to be built to meet housing demand. Household projections simply show what would happen if past trends in

household formation continued. They do not take account of where homes have been needed in recent years but have not been available, such as in Trafford and Stockport.

- Building fewer homes in Greater Manchester than needed has prevented households from forming, which has in turn lowered the future household projections for Greater Manchester, misrepresenting and underplaying Greater Manchester's actual housing need.
- The 2014-based projections are calculated on a trend period which experienced low levels of housing development (5,000 units pa); which inevitably constrained household formation. The Framework anticipates there will be around 9,200 housing completions on average up until 2023 and 11,070 from 2024, meaning future household projections will be far higher than what is being planned for in the GMSF. GMCA should therefore be planning for a greater level of homes than past trends would suggest are needed.
- The level of development proposed in, particularly in areas such as Stockport and Trafford, is too far below local housing need to be justifiable.
- Although recent completions have been substantially below what is needed in areas such as Stockport and Trafford, there is no evidence to suggest that this has caused people to move to northern districts with lower house prices.
- There is no quantitative assessment of the future need for care facilities and student accommodation.
- Although the housing requirement is being treated as a minimum, rather than a cap, it must be expressed as a minimum annual requirement within the policy.
- The GMSF should aim to allocate land with the capacity to deliver in the region of 12,500 to 15,000 new homes per annum rather than 10,580. This level of housing provision would be more commensurate with the level of economic growth advanced by the plan

- **Housing Market Areas:** There's more than one housing market area within Greater Manchester

- The GMSF seeks to justify Greater Manchester as one strategic housing market area, primarily based upon the level of self-containment that exists both in terms of home moves and travel to work patterns across the wider city region, however no analysis is presented to substantiate this conclusion.
- Treating Greater Manchester as a single housing market area will lead to an under-provision of homes within certain districts.
- Relying on certain districts to meet the housing needs of other district's (without accounting for house search/move patterns and travel to work flows across Greater Manchester) could result in the housing needs of workers employed in those 'other' districts not being provided for.
- The GMSF correctly acknowledges that there are significant differences in housing demand and supply across different districts, which affects house prices and rates of change in house prices.
- Despite national planning guidance outlining that housing market areas can be defined by analysing the key functional linkages between the places where people live and work, and the relationship between housing demand and supply across different locations (using house prices and rates of change in house prices), the GMSF still contends that Greater Manchester is a single housing market area.
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- **House Types:** The GMSF does not provide an adequate range of dwelling types and sizes to meet the needs of different groups in the Greater Manchester community.

- Apartments will not satisfy the demands of Manchester's growing population for larger family homes.
- The GMSF is over-reliant on the delivery of apartments. This will result in a significant over-supply of apartments and an under-supply of houses; in direct conflict with demographic and market evidence.

- The evidence base for the GMSF does not identify that 60% of housing need is for apartments and the GMSF's household projections wrongly assume that past trends of households forming within apartments will continue. GMCA should consider alternative forecasts that are less likely to translate into the same level of demand for apartments.
- The GMSF underplays the need for family housing in order to limit the release of land suitable to meet those needs (i.e. greenfield and Green Belt sites).
- The GMSF fails to plan for the retention of the currently apartment dwelling city-centre based workforce.
- The mix and distribution proposed ignores the evidence about the shortcomings of the current housing stock and the pressing need to broaden the choice and range of homes available, i.e. by providing larger family housing in locations that will attract and retain skilled workers.
- A relative oversupply of apartments will make family homes less affordable (constraining the supply of family housing will compound competition for family homes in desirable areas, thereby driving up prices, and forcing skilled workers to leave Greater Manchester in order to access affordably priced family housing within a reasonable commuting distance of their place of work).
- It is highly likely that the current trend of migration to Cheshire East and High Peak will therefore continue as people look for larger executive homes in attractive locations.
- Giving preference to using previously developed land to meet housing needs will inevitably lead to a concentration of high-density flatted developments.
- It is essential that housing quantity is not at the expense of design quality.
- Affordable housing needs should be met on-site to help create mixed and balanced communities.
- The GMSF should be allocating more greenfield sites in areas capable of meeting the housing type needs of current and future families (i.e. in strong housing market areas that comprise lower density neighbourhoods).
- The ambition to accommodate smaller households, families, and an ageing population in apartments is not based on any reasonably justifiable evidence.
- A range of suitable house types must be provided if our ageing population is to be incentivised to downsize and free up larger properties for family occupation.
- Ensure that there is the offer to older people to remain within their neighbourhoods and include age friendly housing on all new developments so that the people who move in now can have the opportunity as they age to move within their local community
- For an ageing society a wide range of housing options will be needed across both private and social housing sectors, from retirement properties, to supported housing options such as extra care, to innovations such as co-housing
- Older people are more likely to be living in non-decent homes. Given the proportion of older stock across GM, it is important that this is addressed within the GMSF, working with districts to target these poor quality homes that have such a detrimental effect on people's health
- Whilst there is reference to the rapid growth in the number of older people living in GM over the plan period, the remainder of the GMSF pays little cognisance to this in prioritising investment in homes and services for this demographic.
- The commitment to Part M (2) of building regulations as new minimum accessibility standards are important steps in ensuring that new homes in the city-region will support ageing in place, and specific commitments to affordable older people's accommodation in a number of the development sites is a welcome acknowledgement that housing inequalities are not limited to younger people.
- There was also support that the GMSF recognises that high quality, 'age-friendly' neighbourhoods are important in creating sustainable communities that enable people to start, live and age well

- Homes should be built to a minimum standard but it is hoped that Greater Manchester would be more aspirational than the National Design Space Standards which do not include adequate storage or circulation space. There is a real opportunity to create a 'GM Housing Standard', working with local housing providers and developers.
- The GMSF can only introduce nationally described space standards and/or optional requirements if they are evidenced in accordance with National Planning Practice Guidance.
- Overall the GMSF must plan for enough homes, of the right type, in the right locations.

Housing Density: The proposed housing densities are inflexible and unrealistic.

- Density ranges are distorted by the proportion of development that is expected to be delivered as apartments within city and town centre locations.
- The proposed densities are not considered achievable once associated uses, including access roads within sites, private garden space, car parking areas, incidental open space, landscaping, and children's play areas, have been accounted for.
- The density policy should be flexible enough to allow proposals that are responsive to site specific circumstances.
- It is questionable whether sale values on marginally viable brownfield sites will support the cost of building more densely.
- Density assumptions have led to an overestimation of the level of development that can be yielded from sites identified within the baseline housing land supply. In turn this has led to an under-estimation of the amount of housing needing to be allocated on greenfield Green Belt land.
- Space standards are less likely to be achieved within the parameters of the density policy.
- Open space provision should not be compromised in order to achieve higher densities.

Housing Supply: The supply of housing land will fail to deliver the overall housing requirement or meet the local housing needs of each respective district. (The GMSF must supply housing that people actually need and can afford, in areas where they will want to rent or buy).

- The aim of the GMSF must be to boost northern competitiveness in its own right, not by neglecting housing needs elsewhere in terms of the overall number and type of properties to be supplied.
- The cumulative housing supply for the northern districts exceeds minimum need by just 0.1% (for example there are no new family housing developments in Bolton). This is insufficient if the GMSF's objective of boosting northern competitiveness is to be achieved, particularly given that certain northern districts are forecast to experience job losses.
- Relative to existing housing stock, the level of housing supply proposed within southern districts is actually higher than northern districts; undermining the strategy to boost northern competitiveness.
- As a minimum the housing supply proposed should meet full standard method-based housing need in each respective district, regardless of any planned over provision in areas where the GMCA is seeking to diversify local housing markets and stimulate economic growth.
- To seek to constrain supply within the strongest housing market areas and instead rely on weaker market areas to achieve that delivery is illogical and unsound.
- The GMSF is relying on sources of housing supply that have consistently failed to deliver and that could have already come forward (prior to the GMSF) had they been as developable and deliverable as the GMSF now claims they are.
- There is simply not enough suitable, viable and available brownfield land to meet Greater Manchester's housing needs to the extent that is being proposed through the GMSF.

- Whilst it is appropriate for the baseline land supply, site availability, suitability, and sustainability, to influence the spatial distribution of development, this must be correlated to the areas with the greatest housing need, unaffordability, viability, and likelihood of delivery. The spatial pattern of housing distribution does not align with these considerations.
- Housing supply will barely keep pace with the rate of household formation (and will most likely be overtaken by it).
- The GMCA needs to set out clearly when each of the allocated sites will start to deliver housing within the plan period (and at what rate per annum).
- National planning policy requires planning authorities to identify land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; GMCA have identified nearly 32%. This scale of delivery from small sites is unlikely to be achievable without a significant increase in small to medium sized developers, and will also compromise affordable housing delivery.
- The supply of large numbers of new homes can often be best achieved through planning for larger scale development; major strategic sites can yield the critical mass of development required to financially support the provision of new transport infrastructure, schools and community facilities in advance of occupation, as well as affordable housing

Housing Delivery: There is a lack of certainty around the deliverability of the proposed housing supply (both in terms of the rate of delivery anticipated and the total amount of completions assumed).

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- The GMSF incorrectly assumes that all the sites that make up the baseline housing land supply will be implemented and delivered in full and at the completion rates anticipated.
- The suitability, availability and achievability of the baseline housing land supply remains untested; i.e. in accordance with national planning guidance with respect to viability, constraints (including their potential to be mitigated), potential impacts, legal/ownership impediments, attractiveness to market, and landowner intentions.
- Overall there is a lack of robust evidence to provide sufficient certainty that the baseline land supply and housing allocations proposed will deliver as projected.
- There has been little if any engagement with developers, landowners and other delivery partners, despite the requirement for their involvement at the earliest stages of the plan making process.
- Site yields have been overestimated; insufficient regard has been given to physical, environmental and financial constraints.
- A proportion of the supply is currently in alternative use, for example as employment floorspace, and is not therefore available for residential development.
- The GMSF should provide a larger buffer than proposed (i.e. additional total deliverable housing site capacity over and above the housing requirement) as a contingency to protect against the likelihood that sites under construction or with planning permission do not deliver as anticipated or at all; that windfall levels are lower than expected, future demolitions/changes of use/conversions have been under-estimated, existing allocations remain unimplemented, sites with expired applications remain unconsented, and the GMSF allocations are not delivered in line with expectations. The total land supply figure of 218,549 (9% greater than minimum local housing need) is insufficient to protect against the eventualities outlined above.
- The reliance on brownfield land and town centre sites makes it far more likely that the rate of lapsed planning permissions will be higher than typically seen elsewhere and that delivery will be delayed or fail to materialise at all (due to the cessation of existing uses, and complications with land assembly, site clearance and remediation).
- The GMSF does not provide sufficient clarity about the scale or type of development that is expected to come forward in each town centre; or any evidence about its deliverability.

- Around 29% of the housing requirement will be delivered in the core growth area (principally as apartments); the GMSF is thereby dependent on a small geographic area and segment of the housing market to deliver a significant proportion of Greater Manchester's future homes.
- The GMSF assumes unprecedented levels of brownfield land delivery and that the rates assumed will be sustained throughout the plan period.
- There is a significant over-reliance on brownfield sites with no planning application status being deliverable.
- Unallocated and/or unpermitted sites should not be considered deliverable (i.e. available and suitable with housing achievable within 5 years), and allocated/permitted sites should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.
- Large and complex Green Belt releases will make demonstrating a five year supply of deliverable housing sites more challenging. This can be addressed by allocating more smaller deliverable greenfield Green Belt sites that are within the control of a single housebuilder and do not require substantial infrastructure or public funding support.
- The GMSF is unclear whether the five year housing land supply requirement will be applied on a district or GMCA basis.
- Each Greater Manchester local planning authority must maintain a sufficient supply of deliverable housing sites (against its five year housing supply requirement including appropriate buffer) throughout the plan period; individual authorities should not rely on other GM authorities to deliver housing on their behalf.
- The GMSF's approach to housing delivery is driven by politics rather than evidence.
- The expectations for delivery on brownfield land must be realistic, and reflect what developers will actually have the capacity and desire to deliver.
- The GMCA is proposing to deliver an excessive supply of apartments simply in order to achieve higher densities and maximise brownfield land usage, thereby minimising the amount of greenfield and Green Belt loss necessary to meet the housing requirement. Although laudable, this will nevertheless be to the detriment of families wanting to live in houses located outside town and city centre locations.
- The GMSF significantly overestimates the capacity and deliverability of the baseline supply of housing land, and therefore significantly underestimates the level of Green Belt housing allocations required.
- Proposing to deliver homes (of a type and size) that will not match housing needs, in districts where demand and growth has generally been lower, whilst restricting growth in locations where demand has historically been higher, is considered unsound and will, inevitably through a lack of consents, lead to a significant under-delivery of housing, acute affordability issues, and planning by appeal (due to district's being unable to demonstrate a five year supply of deliverable housing sites and the GMSF's policies for determining residential applications being deemed out-of-date).
- Make provision for the release of 'reserve Green Belt sites' (with release being subject to a specified level of under-delivery having occurred during the plan period).

Affordable Housing: The overall need for affordable housing will not be met through the GMSF

- The adjustment applied to local housing need to take account of affordability (an extra 1,218 homes per annum) will barely have an effect on the affordability of homes in Greater Manchester.
- The affordability adjustment has been formulated to address the affordability of areas where house prices are greater than four times local average earnings (areas such as Stockport, Trafford and Bury). However, the GMSF disregards this and actually apportions less housing to these areas than they need as a minimum (i.e. the extra 1,218 homes per

year are planned to be delivered in more affordable districts where new housing is needed less).
- The affordability ratio (house price to earnings) within each GM authority continues to worsen year after year placing greater pressure on the ability of the city's population to form households.
- Past rates of household formation were artificially suppressed by the failure to build enough homes within Greater Manchester that people could afford.
- Setting a housing requirement that goes no further than the standard method only serves to embed and compound current affordability issues (particularly in Bury, Trafford and Stockport where housing needs will be under-provided for).
- Projections of affordable housing need should reflect new household formation, the proportion of newly forming households unable to buy or rent, and an estimate of the number of existing households falling into affordable need.
- GMCA should look at the current affordable housing stock and assess whether it matches current and future affordable housing needs; and plan for any deficit to be met.
  In the last 5 years the majority of affordable housing was delivered by housing providers as opposed secured through planning obligation agreements.
- The Strategic Housing Market Assessment (SHMA) identifies a total net annual affordable housing requirement of 4,832 dwellings per annum across Greater Manchester. This represents a significant proportion of the total annual housing requirement (46%), however the GMSF only plans for a minimum of 50,000 affordable homes (equating to just 25% of the total annual housing requirement).
- The 50,000 target falls short of the 85,000 households who were on a local housing register in 2016/17.
- It will be challenging to achieve any affordable housing on previously developed land given cost constraints and limited viability headroom (especially after the significant additional policy burdens proposed by the GMSF are accounted for).
- There is no evidence to demonstrate that 50,000 affordable homes are viable and deliverable across the sources of housing land supply identified.
- Almost 7% of the overall housing supply is comprised of sites yielding less than 10 units, which is below the threshold at which affordable housing contributions can be sought.
- It is likely that greenfield land will have to deliver a greater proportion of affordable homes to compensate for the lack of delivery on previously developed land.
- In order for Manchester's affordable housing need to be met in full it will be necessary to plan for at least an additional 2,200 affordable homes per annum across Greater Manchester (and around 243,000 homes in total).
- The GMCA should use Government's definition of affordable housing (as set out in national planning policy).
- A higher overall housing requirement would increase the prospect of delivering 50,000 affordable homes (because as it stands every site will have to deliver 25% affordable housing on average). Increasing the overall housing requirement would lower that proportional target, making it more achievable on a site by site basis.
- Proposing family homes in areas of strong demand would support the delivery of affordable homes
- Allocating land to build more homes will not lower house prices in itself, as prices are determined by the level of supply released for sale and the rate at which the housing market is able to absorb that supply (which is controlled and dictated by major housebuilders and the inflated prices they set for their homogenous housing products).
- Place affordable housing in areas with the most potential for future employment

Safeguarded Land: No safeguarded land is proposed (except for a marginal amount within Trafford).

- The post-2037 supply identified within the GMSF is insufficient to meet the longer-term development needs of Greater Manchester well beyond the plan period.
- The 'brownfield preference' strategy proposed by the GMSF is supported, but is likely to exhaust the supply of developable land within the urban area, meaning its contribution to meeting post-2037 housing needs is likely to be limited.
- Safeguarded land should be identified to ensure consistency with national policy and to establish Green Belt boundaries that will endure well beyond 2037.

Stepped Housing Requirement: The GMSF should plan to meet Greater Manchester's housing needs evenly throughout the plan period, not towards the end of it.

- The need for housing within Greater Manchester exists now and will continue to rise throughout the plan period.
- The introduction of a stepped housing requirement will increase pressure on the housing market, worsen affordability, and defer meeting needs until later on in the plan period.
- The stepped approach to housing delivery will lead to large deficits in each district's provision that will be far too great to address concurrently during the latter stages of the plan period.
- The GMSF proposes the delivery of just 9,200 dpa (dwellings per annum) in the first five years of the plan period (13% below the minimum 'starting point' housing need figure of 10,580).

GMCA have proposed a stepped trajectory to increase the chance that each respective district will be able to demonstrate a five year supply of deliverable housing sites. Stepped requirements are only appropriate if there is to be a significant change in the level of housing requirement between emerging and previous policies, and/or where strategic sites will have a phased delivery or are likely to be delivered later in the plan period.

Response to comments

Housing Need

As expected by NPPF the housing need figure used in the GMSF 2020 has been derived using the standard methodology provided in NPPG for calculating local housing need. Government wants local authorities to have a clear and consistent understanding of the number of new homes needed in an area. Therefore, they devised a standard methodology to calculate a figure for 'local housing need'. The method was published in early 2019 and sets out the approach for calculating the minimum housing need for an area. The total housing need figure for Greater Manchester is worked out district by district and added together to give a Greater Manchester total figure. Under the current methodology the overall annual housing need for Greater Manchester is 10,534 homes per annum. Greater Manchester authorities have decided to share this total housing need figure between the districts using the overall spatial strategy in the Greater Manchester Spatial Framework process

As expected by NPPF the housing need figure used in the GMSF 2020 has been derived using the standard methodology provided in NPPG for calculating local housing need. The total housing need figure for Greater Manchester is worked out district by district and added together to give a Greater Manchester total figure. Under the current methodology the overall annual housing need for Greater Manchester is 10,534 homes per annum. Over the lifetime of the GMSF (2020 – 2037) the total housing need for Greater Manchester is 179,078 homes. Further evidence regarding Greater Manchester's overall housing need is provided in the Strategic Housing Market Assessment (SHMA) 2020. Additionally further evidence has been produced in relation to the employment land targets within the GMSF and it is considered that sufficient housing land has been identified in the GMSF to meet Greater Manchester's needs up to 2037. Greater Manchester authorities have decided to share this total housing need figure between the districts using the overall spatial strategy in the Greater Manchester Spatial Framework process. Through this process individual housing targets for each of the ten

districts have been identified and sufficient deliverable land has been identified to meet these targets

Housing Market Areas
An update of the Strategic Housing Market Assessment has been published alongside the GMSF 2020. This provides full details in relation to defining the Greater Manchester housing market area. More than four out of every five households who move into a home in Greater Manchester already live there and almost nine out of ten working people who live in Greater Manchester also work in Greater Manchester. The document considers that whilst Greater Manchester has important and valuable relationships with neighbouring districts and further afield, it is reasonable to define it as a housing market area for strategic planning purposes.

House Types
The updated SHMA (2020) provides detailed evidence in relation to Greater Manchester's housing need. The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs the supply of land and identifies sufficient land to meet Greater Manchester's housing need and to deliver a mix of size and type although the precise mix of dwelling type and size will be determined at the local level. The homes will be of good quality and design and will be accessible and adaptable and supported by amenities and necessary infrastructure

Housing Density
The GMSF seeks to use land as efficiently as possible and as such it introduces a density policy which properly seeks to deliver higher density development in the most sustainable locations. The density ratios proposed in the GMSF are considered to be realistic based on the land supply within these urban areas. Based on the assumptions made in the plan and the existing land supply, strategic viability evidence has been produced.

Housing Supply
Sufficient housing land has been identified in the GMSF to meet Greater Manchester's needs up to 2037. The land has been identified in a range of site sizes, predominantly on land within the urban area. Greater Manchester authorities have decided to share this total housing need figure between the districts using the overall spatial strategy in the Greater Manchester Spatial Framework process. Through this process individual housing targets for each of the ten districts have been identified and sufficient deliverable land has been identified to meet the overall need of Greater Manchester and to deliver the overall strategy. The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs and therefore Greater Manchester has been lobbying the Government to secure funding to realise this ambition. As a result a number of schemes have secured funding from initiatives such as the Housing Infrastructure Fund and the Brownfield Land Fund

Housing Delivery
The GMSF 2020 represents the third round of consultation on the complete GMSF. In addition to these consultations, there has been engagement with developers etc. in the production of evidence such as the viability evidence. Past trends in completions up to March 2020 would suggest that housing delivery in Greater Manchester can keep apace with the rates anticipated in the GMSF. Over the plan period more than a 15% buffer has been applied to the land supply. This is considered to be sufficient to not only provide adequate flexibility of sites but also to take account of the proportion of sites in the early years that may face challenges due to their brownfield land nature, the potential uncertainties arising out of Covid-19 pandemic in the early years of the plan and to ensure that the Green Boundary can endure beyond the end of the plan period. Given the strategic nature of the GMSF, specific sites are not identified within the urban area, these would be allocated as appropriate within district local plans,

however the extent of the land supply can be seen on MappingGM which is where specific land supply data can be found for each district.

Stepped Housing Requirement
Introducing stepped targets is an appropriate mechanism to use in plan making. The factors for determining the stepped targets in Greater Manchester include the need to be realistic at the start of the plan period in terms of the level of masterplanning and infrastructure provision required for the larger more complex sites and also the need to take account of the challenges facing some of the urban land supply

Affordable Housing
The local housing need calculation (and therefore the affordability ratio) has been derived through applying the standard methodology. Further details in relation to housing need, including affordability can be found in the updated SHMA (2020) and the GM Housing Strategy sets out the approach to tackling the housing crisis. There are a variety of ways to deliver affordable housing. The emphasis in some parts of Greater Manchester may be on increasing the supply of social rented and in others shared ownership, affordable market rent and discount market sales may be appropriate. Although locally appropriate requirements will be set by each local authority, delivery of affordable housing has been taken into account as appropriate in the viability assessment work supporting this plan

Gypsy and Traveller Accommodation
The Greater Manchester authorities agreed to deal with matters relating to Gypsy and Traveller Accommodation through local planning documents, not a strategic document such as the GMSF

Safeguarded Land
A buffer of more than 15% has been identified in the land supply. This buffer will provide flexibility in terms of choice but will also contribute to the land supply beyond the plan period, meaning that the Green Belt boundary will endure beyond the plan period. Notwithstanding this, a policy has been included in the GMSF in relation to safeguarded land

3.1.7. A Greener Greater Manchester

There were 5,725 comments received on this chapter. A landscape approach to biodiversity enhancement and spatial development was strongly supported. The policies around Green Infrastructure were also supported although greater clarification of terms used was requested. Some respondents were of the view that the approach set out in this chapter was undermined by the allocation policies.

The biodiversity net gain approach was supported however it was considered that the policy would be strengthened greater detail around if a clear target, or phased targets, to deliver net gain for biodiversity in any development (10% or greater), using the latest Defra metric was included.

The policy on Green Belt attracted a significant number of comments including that the GMCA should seek and gain from the Government changes to national planning guidance that support a Brownfield First approach before GMSF submitted for examination; all other sources of development land should be utilised, including brownfield land and contaminated land. before any land is removed from the Green Belt for development, and that the distribution of the removal of land from the Green Belt and allocation for development is not justified and is higher in some areas than others.

Comments were received that 'exceptional circumstances' had not been demonstrated for either removal of sites from Green Belt or addition of sites as new Green Belt and that development of Green Belt land will have adverse impacts upon biodiversity, heritage assets, water supply and increase traffic congestion, air pollution and flooding.

More detailed comments in relation to specific elements of the policies are set out below

Landscapes
• Strongly support a landscape approach to biodiversity enhancement and spatial development. • Welcome the policy's approach of seeking biodiversity net gain and landscape enhancement to be done in conjunction. Believe that the draft net gain policy should have a similar approach. • The net effect of the GMSF should be a substantial improvement in the ecological network of Greater Manchester and surrounds but cannot see this emerging from some of the current individual allocation policies. • Specific reference to tree planting is included as a specific point, based on the benefits highlighted by the Climate Change Commission for reducing CO2 levels and helping the UK meet current and future Carbon Budgets going forward
Green Infrastructure Network
• A priority for the Green Infrastructure Network should be to look at deficiencies in the quality of biodiversity and access to nature and green, open space. • "Priority Green Infrastructure" needs to be clarified. • Biodiversity enhancement should not be traded-off against other environmental public goods that are easier to deliver. • Green Infrastructure should use native wildflower species except where changing climate, air pollution challenges and promotion of human health and wellbeing justifies other species. • Ecological functions of Green Infrastructure needs to be made clear. • Green Infrastructure mapping is more a map of ecology. • Need to avoid conflict between Green Infrastructure for recreation and Green Infrastructure for ecological purposes – they are not always compatible • Brownfield land has been blanket identified as suitable for development – several Sites of Biological Importance and even Sites of Special Scientific Interest are on brownfield land. • Take a natural capital approach to assessing the value of existing Green Infrastructure on each allocation; it can help flooding, heat moderation, exposure to air / noise pollution and the physical and mental wellbeing of future users. • Existing key Green Infrastructure should be retained, integrated and protected within any future development plans and in particular established woodlands and landmark trees. • Increasing the use of canals and waterways for active travel needs to ensure that sensitive habitats and species are protected
River Valleys and Waterways
• Support that open character is to be retained and that public enjoyment of river valleys and waterways will be promoted. It is right that the mosaic of semi-natural habitats, and areas of tranquillity are protected. • Importance role and special requirements of Canals needs more emphasis. • Contribution of watercourses / waterways in urban environment needs to be recognised • Should refer to safeguarding of the line of the Manchester Bolton & Bury canal for restoration or as infrastructure. • Increasing the use of canals and waterways for active travel needs to ensure that sensitive habitats and species are protected.
Lowland Wetlands and Mosslands
• Recommend an additional priority to create/expand this priority habitat across the whole of GM, rather than just around the single Nature Improvement Area • Emphasise carbon storage, importance to species and avoid inappropriate vegetation e.g. trees and hedgerows • 8.27 states that some sections of undeveloped mossland are considered appropriate for future development – this is disputed and should be deleted.

- Expanding public access across the area should be managed in a way that avoids damage to sensitive habitats and disturbance to wildlife.

Uplands

- Agree with policy and welcome new commitment to avoid Green Belt release in the uplands

Urban Green Space

- The phrase "existing urban green space protected and enhanced in balance with other considerations" suggests economic considerations might be seen to outweigh such protections in some circumstances. Clarification should be given as to what is meant by "in balance with other considerations".
- Urban Green Space statement of 'an appropriate scale, type, quality and distribution of urban green space' needs to be defined and targets established and cross-referenced to specific targets in the housing section.
- GMSF should clarify that once brownfield land has a value for green space, it should cease to be recorded as brownfield and should be given policy protection as an Urban Green Space.
- Urban Greenspace should be favourable to wildlife.
- Existing greenspaces should be enhanced through the development process.
- Canals should be recognised as having an important role as Urban Green Space

Trees and Woodland

- Protection of Ancient and Semi-Natural Woodland needs to be stronger
- Requires a more nuanced approach about where it is, and where it is not, appropriate to plant trees.
- Tree planting should be avoided on grassland and pasture where priority bird species such as Lapwing and Skylark nest.
- Consider targeting tree planting in areas of greatest need
- Consider expanding specific policy on Trees and Woodland to include Hedgerows
- The draft Greater Manchester Tree & Woodland Strategy and GM Tree Audit should be referenced with respect to any future decisions that may affect this tree cover
- Consider creating new woodlands on larger site allocations due to climate change resilience, biodiversity, physical and psychological benefits.

Green Infrastructure Opportunity Areas

- Green Infrastructure Opportunity Areas are not adequately protected by allocations policies
- Similar to the Lower Medlock valley, recommend that the Irk Valley is included within the main policy given the significant ambitions that Manchester City Council has around its Northern Gateway regeneration area seeking to deliver a new park around the River Irk and the potential improvements that will be provided to the priority Green Infrastructure network. The Environment Agency is also developing a vision strategy for the River Irk to identify appropriate actions to work with partners and address catchment issues for Water Framework Directive objectives.

Standards for a Greener Greater Manchester

- The wording 'green infrastructure' should be replaced with 'accessible natural green space' to avoid confusion.
- Strongly support the standards proposed for a "Greater Manchester Green Factor".
- Support policy but need to distinguish between the different types of green infrastructure

A Net Enhancement of Biodiversity and Geodiversity

- Net "enhancement" rather than "net gain" is not in line with national policy
- Agree with the general principles of a Net enhancement of biodiversity and geodiversity, however would like to see:
    - Robust evidence requirements to ensure the proposed mitigation hierarchy has been followed
- Stronger requirements for the use of applicable native species in habitat creation

- Suggest that a target for biodiversity net gain is set out in policy e.g. +10%.
- The proposed Greater Manchester Biodiversity Metric should be compatible the proposed Defra 2.0 metric, whilst potentially going further to ensure the best outcomes for species and habitats
- Disagree with use of DEFRA metric
- DEFRA metric is still too vague and reliant on lots of elements working together (which cannot be guaranteed to do so).
- Broadly agree but crucially important considerations are missing, namely:
- National policy (net gain) requirements are met;
    - Existing biodiversity assets are protected and enhanced as a first resort;
    - A positive impact on the integrity of ecological networks;
    - A positive impact on the recovery of priority species populations;
- No baseline for ecological network
- GMSF should require development to include features to enhance biodiversity e.g. swift bricks.
- Biodiversity enhancement policy is insufficient to cope with scale of loss due to development

The Greater Manchester Green Belt

- Land should not be removed from the Green Belt to be allocated for development
- Greater Manchester has enough brownfield land to accommodate the future jobs and housing growth identified.
- The GMCA should seek and gain from the Government changes to national planning guidance that support a Brownfield First approach before GMSF submitted for examination.
- A 'brownfield preference' approach, as described in the GMSF Overview document, will not provide the necessary protection for the current Green Belt.
- Proposed housing should be built on brownfield sites and at much higher density than proposed.
- Funding for brownfield site remediation must be found in the short to medium term, from either Central, Regional or local Council sources so that these sites are not left for future generations to deal with.
- Land of high value for agriculture should be the last to be allocated for development
- Existing sources of land must be used to meet housing need before Green Belt is used a variety of alternative sites put forward ranging from town center sites to brownfield sites.
- The distribution of the removal of land from the Green Belt and allocation for development is not justified and is high in certain areas
- Exceptional circumstances to justify removal of land from Green Belt and allocation for development has not been proven – housing need alone is insufficient to justify Green Belt release.
- Consideration of valid alternatives must be provided, including revision of evidence base methodologies. The current approach is not National Planning Policy Framework compliant (para 170)
- GMSF should include the terms of the exceptions test in more detail, especially to enable lay readers to consider whether current plans for strategic removal of land from the Green Belt are justified
- Policy terms "positive and beneficial use of the Green Belt" and "providing high quality green spaces that will support economic growth" are not within the National Planning Policy Framework , and we ask for more detail to what is actually meant.
- Green Belt only established in 1980s – changes now conflict with concept of permanence of Green Belt.
- Land should not be removed from Green Belt and allocated for development as this will lead to urban sprawl, conflicting with spirit and intention of national Green Belt policy.
- Development of Green Belt land will have an adverse impact on air quality and health and wellbeing.
- Development of Green Belt land will lead to more flooding.

- Green belt land should not be developed as it protects the water supply.
- Green Belt land should not be developed as it includes significant local biodiversity assets
- Building on our green spaces and Green Belt, which act as wildlife corridors and homes to huge variety of plants, animals, insects and birds, will have a negative impact on the environment. GMSF Allocation Species List from GM Ecology Unit includes 100's of Protected and priority species.
- All designated Sites of Biological Importance are removed from the allocated sites.
- All future large scale developments should sit outside of the existing priority green infrastructure.
- Development of Green Belt land will lead to loss of / adverse impact on heritage assets.
- Local transport network and infrastructure cannot cope with houses on the Green Belt.
- Proposed additional roads infrastructure will not solve current high levels of congestion on the main roads/routes and motorway network.
- Development of Green Belt land is not being supported by necessary infrastructure
- Green Belt land figures should be split into land that is publicly accessible for leisure use and land that is not - more of the Green Belt being lost is publicly accessible land, as it tends to be closer to urban areas.
- Smaller sites in Green Belt have been overlooked in favour of large sites; smaller sites should be considered.
- It is not appropriate to reclassify existing open space as Green Belt.
- Support the reduction in the amount of Green Belt proposed for development.
- Support further reduction in the amount of Green Belt land lost. If the housing requirement is adjusted to reflect realistic economic growth, and based on 2016-based household projections then the land needed for jobs and housing is much less
- Support the new Green Belt additions. Note that some parcels of new Green Belt have limited value to the public in terms of access.
- The new areas of Green Belt proposed in the revised GMSF will not have any protection given that proposals will remove the said same protection from current Green Belt.
- Objections to the proposed inclusion of land within the Green Belt.
- The plan does not identify enough safeguarded land to meet longer term development needs.
- Unwise to add land to the Green Belt when future growth is unclear. It might be wiser to safeguard this land to meet growth.
- Support release of green belt, although it has not gone far enough as there too much reliance on Manchester and Salford's brownfield land.
- The extent of land to be released from the Green Beltneeds to be significantly increased to meet the growth needs of Greater Manchester. The current approach to Green Belt release will prove ineffective in meeting the needs of Greater Manchester and as such further exceptional circumstances exist for an increased Green Belt release.

Response to Comments:

- Positive support for this chapter and associated policies is noted.
- Agree with taking a landscape scale approach and have reflected via a reference to nature recovery strategies.
- Agree that brownfield land can be equality important for nature. This is why the Plan includes specific policies on urban green space and green infrastructure standards.
- Agree that the Green Infrastructure policies could be clarified and the policies have been amended, including a focus on natural capital.
- Agree that net "enhancement" should be replaced with "net gain" to ensure alignment with national policy.
- Have referenced the Greater Manchester Woodland Strategy
- Disagree that some sections of undeveloped mossland are considered inappropriate 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.

- Agree that canals have an important role as urban greenspace (blue space) and are referenced in the overarching Green Infrastructure policy and a specific policy on River Valleys and Waterways.
- The GMSF sets out a very clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan. The release of greenfield and Green Belt land has, however been kept to a minimum.
- The scale of development proposed in the GMSF appropriately meets the Local Housing Need and Objectively Assessed Need for Employment.
- The GMSF identifies a sufficient land supply buffer to ensure not only flexibility in choice for future development but also to ensure that the Green Belt boundary endures beyond the plan period. Additionally a new policy has been included in relation to safeguarded land.
- Additional evidence has been prepared in relation to the proposed changes to the Greater Manchester Green Belt boundary.
- The remaining Green Belt will continue to be protected through National Policy and the GMSF and evidence has been prepared to identify opportunities to enhance the beneficial use of the remaining Greater Manchester Green Belt.

3.1.8. A Greater Manchester for Everyone

There were 1,870 comments received for this chapter. In general the policy approach was supported but comments were received around; the need to ensure that the GMSF was based on an appropriate level of up-to-date evidence about the historic environment; the need to support the demand for health and care services and education provision in areas of significant housing growth funding through developer contributions

More detailed comments in relation to specific elements of the policies are set out below

Heritage Assets:

- The Framework should be based on an appropriate level of up-to-date evidence about the historic environment.
- The specific gaps and issues that were highlighted during the previous consultation period have not been addressed.
- Before proposing site allocations, the National Planning Policy Framework requires an appropriate evaluation of the impact which the allocation of a site and the proposed level of development might have upon any elements (including setting) that contribute to the significance of a heritage asset.
- Heritage impact assessments should be prepared for each of the proposed allocations.
- These should consider potential impacts upon the significance of heritage assets and their setting, the appropriate type/quantum of development, its public benefit, and how any harm could be mitigated.
- Without this understanding of the historic environment of the area, and an assessment of the extent to which the significance or value of its heritage assets may be harmed or lost (or improved) by the GMSF proposals, GMCA cannot demonstrate that the objectively assessed development needs of the Manchester area will be met in accordance with the presumption in favour of sustainable development.
- Overall the GMSF should provide a clearer and more positive strategy for the conservation and enhancement of the historic environment, and one which is responsive to the heritage issues highlighted by supporting evidence.
- This evidence should establish how the historic environment contributes to the character, economy and quality of life of Manchester; and identify the issues and challenges it is/will be facing, and what opportunities the historic environment offers to remedy these and help deliver the objectives of the Strategic Framework.

Health Care Provision

- In areas of significant housing growth funding must be leveraged through developer contributions to support the demand for health and care services.
- The need for developers and plan makers to work with health care providers cannot be underestimated, and planning policies and site assessments should be informed by ongoing engagement with them.
- It is imperative that Section 106 and Community Infrastructure Levy (CIL) payments are collected to help deliver and support health services in dealing with the cumulative demands arising from smaller residential developments.
- Where health care providers are seeking to develop land, support should be given to proposals which will cross-subsidise new facilities and enable the provision of vital, modern and fit-for-purpose healthcare that benefits the wider community.
- The recognition that improvements in health facilities will be supported, including where required to respond to changing needs and demands of residents, is welcomed.
- It is important that all new developments be designed to encourage walking, cycling and public transport, to reduce the negative effects of traffic, and improve health.

Education Provision:

- Ensure that education contributions made by developers are sufficient to deliver the additional school places required to meet the increase in demand generated by new developments.
- Highlight the requirements for developer contributions towards expanding existing schools, and the provision of new schools.
- Ensuring there is an adequate supply of sites for schools is essential and will ensure that the local authorities within the Greater Manchester area can swiftly and flexibly respond to the existing and future need for school places over the plan period.
- Pupil yield factors should be used to understand the number of children likely to arise from housing developments and the associated need for school places. These should be based upon evidence from recent developments; thereby matching school census data to housing developments in order to determine actual pupil numbers.
- Councils within the Greater Manchester area should set out their education infrastructure requirements for the plan period within an Infrastructure Funding Statement.
- When new schools are developed, local authorities should also seek to safeguard land for any future expansion where demand indicates this might be necessary.
- Whilst facilities, knowledge and universities are rightly areas of focus, there is little emphasis on the importance of the development of skills that are essential for the workplace and key to greater social mobility, i.e. high quality, well supported work-based learning needs.

Community and Cultural Facilities:

- New development (particularly at high density) should seek to retain or enhance existing community, cultural and social facilities.
- There are no references to theatre anywhere in the document despite it forming a core part of Manchester's extensive arts and cultural offer.
- Theatres and other cultural buildings can play a key role in helping to support town centres by driving footfall.
- The Framework would be enhanced by the addition of a policy setting out the plan's overall support for these types of facilities, and the importance of their retention.
- Recognise the contribution that community facilities (including pubs) make towards social inclusion and the role they play in place-making.
- The retail centre hierarchy is supported, but the Framework does not refer to the increasing role played by the night-time economy.
- The GMSF must recognise and plan for a wide range of social infrastructure, including Places of Worship, in order to discharge its Public Sector Equality Duty.
- Review the provision of land and buildings for social infrastructure purposes, in particular to meet the needs of the voluntary and not-for-profit sectors.
- There should be a policy to support and retain community and cultural facilities given Manchester's strong arts and cultural heritage

Retail and Leisure Uses:

- The leisure policy should be strengthened to provide a clear steer that identifies designated city and town centre locations as the focus for retail and major leisure development.
- Any applications for retail, commercial or leisure development should comply with the sequential approach where applicable.
- Produce a retail and leisure background paper that objectively assesses the need for further leisure uses and explains the how these 'needs' have been derived (including the pattern, scale and quality of development required to meet them).
- Unless there is a clear strategy for growth that focuses on the existing City Centre the GMSF could dilute and fragment the existing retail and leisure core of the Greater Manchester conurbation.
- The value that leisure and culture can play in providing a high-quality sustainable living environment should be recognised.
- Support the proposed hierarchy of centres but there should be greater protection provided to assure their continued vitality and viability given the challenges they face due to changing consumer behaviour.
- The GMSF fails to recognise the importance of major leisure uses to delivering economic prosperity.

Sport and Recreation:

- The GMSF should explicitly confirm that the release of current sports pitches to meet the need for new homes will be considered acceptable where the provisions of national policy are met.
- The GMSF should allow new development to enhance existing sport and recreation provision (in quality and quantity terms) both on and off site.
- Families and children need local parks and open spaces if they are to lead healthy lives.
- Creating new green space is equally as important as protecting existing green space.

Response to Comments:

- Have commissioned:
  - Additional research and evidence (Topic Paper)
  - A strategic historic environment assessment.
  - Individual districts have commissioned site specific historic environment assessments.
- Engagement has taken place with the GM Health and Social Care Partnership.
- Cross subsidy of new health facilities is a matter for individual LPAs.
- The education policy highlights the need for Local Authorities to work with education providers to forecast likely changes in demand for school places
- The community facilities policy refers to the need for new, accessible and improved facilities for all ages including further and higher education and adult training.
- A new culture policy has been added to reflect the importance of culture in Greater Manchester.
- A wider range of social infrastructure, including Places of Worship, voluntary and not-for profit sectors is out of scope (for the GMSF) and is a matter for individual Local Plans
- The leisure policy has been strengthened to provide a clear steer that identifies designated city and town centre locations as the focus for retail and major leisure development – the sequential approach is already set out in NPPF.
- Disagree that a specific retail and leisure background paper that objectively assesses the need for further leisure uses and explains the how these 'needs' have been derived

(including the pattern, scale and quality of development required to meet them) is required. This isn't required by NPPF and is out of the GMSF scope.
- Disagree that the GMSF should explicitly confirm that the release of current sports pitches to meet the need for new homes will be considered acceptable where the provisions of national policy are met. Open space, sports and recreation facilities are already covered in NPPF and NPPG.
- Disagree that the GMSF should allow new development to enhance existing sport and recreation provision (in quality and quantity terms) both on and off site: (1) Open space, sports and recreation facilities are already covered in NPPF and NPPG and (2) this is Local Plan matter.
- Disagree that in order for the Spatial Framework to be considered sound, the accommodation requirements of gypsy and travellers will need to be linked into a policy that sets out a substantive and robust approach for meeting their needs and assessing applications. This is not within the scope of the plan.
- Agree that creating new greenspace is as important as protecting existing greenspace and the Greener GM chapter retain the greenspace and green infrastructure policies.

3.1.9. A Connected Greater Manchester

There were 2,414 comments received on this chapter. There was general agreement with the objectives but various local issues raised, as well as some overall concerns with scope and affordability.

Concerns were raised that high levels of road congestion, and overcrowding on rail services, would be exacerbated as a result of development at the new allocations and that the scope and hours of operation of public transport is not sufficient to ensure modal shift. Without adequate, public transport networks in place residents will remain reliant on the private car. This is particularly an issue for those new allocations located in rural or semi-rural areas.

Comments were received that Greater Manchester needs fully reformed and publically run bus service akin to what is currently offered in London and there should be a focus on orbital routes for Metrolink so that passengers do not need to go into the city centre and change in order to reach their destination

There was support for greater use of rail and canals to carry freight, which will reduce congestion on the road network but also the view that growth in activity at the Airport is inconsistent with the aim of a zero carbon city.

The Streets for All approach was supported however it is also important that they are safe and secure. The needs of disabled people need to be considered to ensure that streets do not become a no- go area.

Some respondents considered that cycling and walking should be encouraged and routes should be attractive, well-lit and secure, whilst others felt there was too much emphasis placed on cycling and walking given the topography and weather in Greater Manchester.

Concerns were also raised that Greater Manchester lacks the funding necessary to delivery new transport schemes

In relation to digital connectivity there was general support for the policy with some responses highlighting the need to ensure that full digital connectivity is available within the rural areas around Manchester and provided to all education facilities. Concerns were raised that the proposed policy fails to address the issue of older and poorer citizens who are not currently digitally connected.

Connectivity

- General agreement with the objectives but various local issues raised, as well as some overall concerns with scope and affordability
- High levels of road congestion, and overcrowding on rail services, would be exacerbated as a result of development at the new allocations
- The scope and hours of operation of public transport is not sufficient to ensure modal shift. Without adequate, public transport networks in place residents will remain reliant on the private car. This is particularly an issue for those new allocations located in rural or semi-rural areas.
- There is an environmental impact of traffic congestion, which will be exacerbated through new developments.
- Greater Manchester lacks the funding necessary to delivery new transport schemes

Digital Connectivity:

- Ensure that full digital connectivity is available within the rural areas around Manchester will support economic growth, whilst educing development needs .
- Support investment in new and upgraded networks to increase the range and quality of coverage.
- Full fibre broadband should be provided to all education facilities.
- The siting of telecommunications infrastructure should be sensitively considered as it can introduce man-made structures into rural landscapes that are free from development.
- Areas around the city centre are in desperate need of full fibre broadband.
- 5G could be damaging to human and animal health.
- Manchester has an opportunity to be at the forefront of digitalisation but this cannot be achieved easily and requires clear and detailed planning.
- The infrastructure needed for this has to be carefully planned for so that green spaces are not developed.
- The policy proposed fails to address the issue of older and poorer citizens who are not currently digitally connected.
- The question of digital connectivity is addressed through the Building Regulations. Consequently, it is unnecessary for the GMSF to set more stringent requirements through policy.
- Fibre broadband should be available within affordable home developments even though fewer people might be able to afford to take up the services available.
- The policy should refer to ensuring digital connectivity for existing, as well as new residents.
- The policy is not clear enough and does not reflect changes to national planning policy. The stipulation for 'multiple-ducting' alone will not necessarily result in a range of suppliers being available. We are now actively seeking to encourage Local Planning Authorities to include broadband policies in their Local Plans which mandate both full fibre connections and a choice of infrastructure suppliers on each site to reflect the changes to national planning policy. The GMSF Greater should highlight these changes and promote adherence to them.
- It was argued that this policy should be deleted as digital connectivity is addressed through Building Regulations and it is unnecessary to set more stringent requirements. National policy does not allow the Mayor of Greater Manchester to make policy in this area according to the Written Ministerial Statement following the Housing Standards Review.

Public Transport

- Support principles of the policy on the Public Transport Network, in particular investing in the rail network. Such investment must not however be exclusively for passenger rail but should also take into account the needs of the rail freight sector.
- Public transport services have been withdrawn outside of the main urban areas, and where services remain fare increases mean that they are not affordable for many people. This does

not provide a good alternative to the car and has a particular impact on people who are disabled or may be socially isolated.
- Public transport is over-crowded, particularly in peak times, this will be made worse by additional housing.
- Public transport is too expensive, and you can't use day/return tickets on different bus companies. There should be better integration between modes meaning you could buy a ticket for a door-to-door journey irrespective of the types of mode you use.
- Public transport is infrequent and unreliable, which doesn't make it attractive, there is also too little car parking at key train and Metrolink stations.
- Bus services need to operate as in London, with a regulated service pattern and fares set by the Council. The private bus companies do not offer good value for money.

Highways

- Transport proposals are insufficient to support development plans, and focus too much on cycling and walking. Highway improvements will be needed if these plans are to be realised.
- Current road infrastructure needs to be better maintained, this includes sorting out pot holes and fixing dangerous pavements.
- Environmental aspirations will be impossible to achieve if new roads are built and road space is expanded. More roads means more traffic.
- Streets need to be made safer by reducing speeds, and designing in features that support vulnerable road users
- Infrastructure improvements needs to be made in advance of new development, not after or during construction. Sustainable travel and the use of public transport should be embedded early on
- New highways will lead to reductions in air quality, more noise, and a loss of biodiversity
- It is argued that further work is required to identify specific improvements and this should be set out in an Infrastructure Delivery Plan and the refreshed South East Manchester Multi Modal Strategy (SEMMMS) should be referenced

Freight and Logistics

- Support for greater use of rail and canals to carry freight, which will reduce congestion on the road network.
- Growth in activity at the Airport is inconsistent with the aim of a zero carbon city. Both of these objectives cannot be true.
- The city region should support freight vehicles which use alternative fuels over diesel in order to reduce the amounts of NOx, and make a positive impact on people's health
- The release of large areas of greenfield land for logistics would be car based and unsustainable. It would also require major and hugely costly transport infrastructure to be implemented to deliver the scale of development proposed that could be better spent on other projects.
- Logistics are certainly important, but the area is already saturated by Logistic firms all adding to the congestion, and pollution. HGV restrictions need to be enforced in all residential areas.
- Consolidation centres would allow HGVs to be kept out of town and city centres and for goods to be delivered to their final destination using electric vehicles.
- Logistics centres generate small numbers of low skill, low pay jobs, but pull in large amounts of highly polluting HGV traffic. The sites in this plan are not located anywhere near a rail line or canal.
- Existing business parks still aren't full. You should be encouraging businesses to use these before providing new ones for companies to use.

Streets for All

- Considering people and place is good. People and sustainable transport must be prioritised over vehicle movement. Increasing greenery is beautiful, good for mental health and also a carbon sink. Greenery also increases workplace productivity - there are multiple studies supporting this
- It is important to make streets accessible to all, but it is also important that they are safe and secure. The needs of disabled people need to be considered to ensure that streets do not become a no go area
- Streets should incorporate more green space as it makes them more attractive for people to spend times, as well as reducing and mitigating the impacts of air and noise pollution from cars.
- The release of land from the Green Belt is not consistent with the plans to make streets more attractive by greening them. The new sites will places a huge burden on existing transport infrastructure and will be dangerous for cyclists and pedestrians, as well as making air pollution worse.

Transport Requirements of Developments

- Infrastructure should be ready before developing housing, Developers should be made to pay for infrastructure improvements before allowing them to build
- There is broad support for this policy
- New sites must be master planned to ensure that adequate transport infrastructure is put in place to ensure the viability of the site.
- Existing infrastructure is not up to scratch in order to support the current population without increasing population levels in areas with already inadequate infrastructure
- A number of respondents felt that developers should be held to account for contributions to support transport infrastructure
- However, other respondents felt that developers would use these commitments as an excuse to not deliver on other requirements, such as affordable housing.
- Any new development should not be built in areas with high pollution levels as this would be deemed unsafe to public health.

Cycling and Walking

- Cycling and walking should be encouraged and routes should be attractive, well-lit and secure. This policy will promote physical as well as mental wellbeing.
- There is too much emphasis placed on cycling and walking, Greater Manchester is too hilly and the weather too bad to make it suitable if you need to arrive somewhere clean and dry or if carrying bags.
- Cycling infrastructure needs to be high quality and continuous. Potholes and congestion make cycling unsafe.
- The plans for cycling are not ambitious enough. Cycle lanes are required on all major roads and a holistic approach needs to be taken to ensure infrastructure is a consistent standard across all District.
- The plans for cycling are too ambitious. Only a small proportion of the population want to cycle but everyone is inconvenienced by the narrowing of roads and the inconvenience of cycle lanes.
- It is one thing to provide cycling and walking infrastructure but if it is not maintained it will not be used. Cycle lanes are full of pot holes and litter Infrastructure also needs to be advertised and promoted to ensure usage.
- The Bee Lines network needs to be given priority in all new developments, with cycling and walking infrastructure integrated into the design of the development

Other issues

- Greater Manchester needs fully reformed and publically run bus service akin to what is currently offered in London.
- There should be a focus on orbital routes for Metrolink so that passengers do not need to go into the city centre and change in order to reach their destination

Response to Comments:

- The overall framework for transport investment across Greater Manchester (GM) is contained in the *Greater Manchester Transport Strategy 2040* and the *2040 5-Year Delivery Plan.* The delivery plan draws on the two GMSF Transport Study Reports, *Understanding the Issues* and *Addressing the Issues*. The *2040 5-Year Delivery Plan* should be read alongside this GMSF chapter.
- Locality Assessment work has been done for each allocation to demonstrate that the site can be delivered with the transport impacts mitigated alongside the accumulative impact of all GMSF growth. Potential public transport and sustainable transport proposals are also being developed from the outset, where feasible, to mitigate the need to travel by car.
- Affordability: GM is involved in ongoing discussions with Government as part of the devolution agenda to secure a long-term funding settlement that will allow for a full programme of infrastructure investment. Government has identified £4.2bn for mayoral combined authorities over a five-year programme which will allow GM to start to plan and deliver programmes of investment whilst developing capability and capacity.
- Congestion: Road congestion is being addressed through the Mayor's Congestion Deal. Rail overcrowding is being tackled through rail franchise commitments, which will provide 40,000 more seats and upgraded rolling stock. More trams are being delivered. However, the challenge of road congestion and rail overcrowding driven by growth in the economy and population will need to be continually addressed.
- The *2040 5-Year Delivery Plan* includes rail capacity studies which are looking at where improvements are needed, and opportunities to work with Network Rail and train operators to provide more seats and more journeys.
- Most development will be on land within the existing urban area which already benefits from access to public transport. A focus on town centres for residential developments will help ensure access to public transport for those residents.
- For the allocations, the site selection process has focused on selecting locations which are closest to existing public transport networks (amongst other priorities) to help mitigate the impact of development on the highway network.
- GM has existing transport solutions for areas not well served by conventional public transport. These are innovative and demand responsive approaches, such as Local Link. Shared services such as bike hire schemes and car clubs will also play a role.
- GM has an ambitious target to be carbon-neutral by 2038. The GM 5-year Environment Plan sets out five decarbonisation priorities for transport, which align with GM's Transport Strategy 2040 and the emerging GM Clean Air Plan:
  - Increasing use of public transport and active travel modes;
  - Phasing out fossil-fuelled 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.
- GM is developing a Clean Air Plan which will include a package of interventions to reduce NO2 concentrations in the 'shortest possible time', as required by Government.
- Most GM bus services are run by private operators on a commercial basis with GMCA, TfGM and local councils currently having little influence. TfGM will fund parts of the bus network that operators consider insufficiently profitable, but which are essential to connect people with work and local services. The mayor is considering changes; options available include different types of partnerships and franchising. Newly devolved powers have the potential to bring improved

routes, frequencies, timetables, fares, ticketing, network integration and quality standards. TfGM funds and manages the Ring and Ride service, which provides door-to-door, demand responsive transport to residents who find it difficult to use conventional public transport. TfGM is currently exploring new flexible bus services serving rail and Metrolink stations. TfGM will continue to fund concessionary fares for children, elderly and disabled people. It is also funding concessionary fares for some women affected by changes in the state pension age and provides free public transport travel for 16-18-year olds in full time education to and from school or college.

- Our ambition is to enable people to move seamlessly between services on a single, easy-to-use network. TfGM will be working with Transport for the North (TfN) to deliver its Integrated and Smart Travel programme, which will make it easier to make multi-mode, multi-operator, price-capped journeys across the North.
- Many of the proposed interventions relate to improvements in the frequency and reliability of public transport, and Park & Ride site upgrades.
- The Transport Act 2000 (as amended) allows the GMCA to reform the bus market. Options include different types of partnerships and franchising, which is the system used in London. These powers have potential to bring benefits, including improved routes, frequencies, timetables, fares, ticketing, network integration and quality standards.
- Locality Assessment work has been undertaken for each of the allocations to demonstrate that each can be delivered with the necessary transport infrastructure, including public transport where feasible. In many cases the mitigation required will include highway junction improvements. Some allocations require new highway infrastructure to better integrate the site into the existing transport network. A small number of highway infrastructure schemes will also be required to support the delivery of new housing, and to alleviate pinch-points on the existing network. Where new highway infrastructure is necessary, environmental impacts may be mitigated as far as possible. It is neither economically viable nor environmentally desirable to undertake a large-scale program of new highway construction. Therefore, there is a focus on mode shift to increase use of public transport, walking and cycling.
- Road maintenance: local authorities have a statutory duty to maintain their highways. TfGM has a five-year investment program to maintain the Key Route Network.
- The Streets for All programme involves developing streets for the benefit of all users, including the vulnerable. It proposes to incorporate more green space in our street where possible. It will allow a holistic approach to the design and management of the highway network to tackle issues such as congestion and pollution, with a focus on balancing the movement of people and goods alongside the creation of more people-friendly and less polluted streets and places.
- Infrastructure for new developments: Where the transport infrastructure relates specifically to a particular development site, it is often not possible to provide it in advance. If it is to be privately funded the developer often can't cover the upfront costs without first receiving some returns from the development. Publicly funded infrastructure requires a positive business case which is often dependent on the development coming forward to produce demand for the infrastructure. Ideally in both these cases the infrastructure and the development would be provided concurrently. For more strategic (non site specific) infrastructure it may be easier to provide publicly funded infrastructure ahead of development where a positive business case already exists. This process will be further refined at the planning application stage through the submission of Transport Assessments which should stipulate when particular infrastructure is expected to be required.
- The location of freight and logistics sites is driven by market demand and sites located close to rail and water terminals are less common than those located close to the road network. However, where opportunities arise TfGM will work with developers to support the creation of rail and water linked logistics sites which demonstrate a viable business case. There is scope to work with other bodies, such as TfN, to adopt a pan-Northern approach to freight and to explore opportunities to move more freight by rail. The opportunity to introduce rail freight into Port Salford will be key to facilitate the delivery of Port Salford as a tri-modal logistics hub utilising road, rail and the Manchester Ship Canal. Other ways to reduce the freight and logistics impact

on congestion will also be promoted such as the use of consolidation centres and local distribution using sustainable means for final destinations.

- Manchester Airport is working towards being carbon neutral in relation to ground transport emissions. TfGM will work with the airport and its customers, partners and stakeholders to identify new ways to reduce the environmental impact of its operations.
- The Clean Air Plan contains a comprehensive package of measures to support a move to more sustainable fuels. This includes modal shift, increased efficiency and alternative fuels for heavy vehicles. Heavy goods vehicles are currently essential but have few zero emission alternatives. Low emission fuels and changes to logistics infrastructure could significantly reduce emissions.
- Influencing the movement of heavy and light goods vehicles on our roads will be a key focus of the 2040 5-Year Delivery Plan to benefit the economy and manage the negative impacts of freight on our local road networks and communities. We will work with the freight industry to introduce sustainable distribution where possible, including consolidation of freight movements in urban areas and for public sector organisations, and potentially using greener vehicles for 'last mile' delivery. TfGM are progressing a range of projects, including with Regional Centre businesses, to assess the viability of consolidation centres.
- The existing land supply, including land still available at existing business parks, was taken into account in developing the employment land requirement over the plan period.
- Masterplans for the site allocations will ensure that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of Greater Manchester's limited road space, by following the Global Street Design Guide hierarchy as set out in GMSF policy GM C-1.
- Site viability assessment will aid the districts in determining the different requirements of private sector development contributions for each site.
- The Cycling and Walking Commissioner's infrastructure proposal in his 2017 Made to Move report has identified 1,000 miles of walking and cycling routes. Local authorities will develop and deliver schemes via the Mayor's Challenge Fund for Cycling and Walking. At present there is £160m in the fund available over the next four years to roll out a programme of high quality, well maintained, attractive and well publicised cycle and walking routes. The longer-term proposition for cycling and walking is being developed through a Local Cycling and Walking Infrastructure Plan for Greater Manchester, which builds on the recommendations of the Cycling and Walking Commissioner. To encourage more people to walk and cycle, we also need to improve the quality of the streetscape, and make sure that the urban environment is sufficiently attractive and safe to pass through on foot and by bike. This is why we are actively embedding good active travel design into the City Centre Transport Strategy, other town centre strategies and into our Streets for All approach.
- It is recognised that cycling and walking are not suitable for everyone and all journeys, but the plans set out in the Bee Network aim to ensure that everyone that wants to walk and cycle, are able to do so safely. Where high quality cycle infrastructure has been introduced, we have witnessed significant increases in the number of cyclists.
- Providing for sustainable modes on our highways will make them more reliable and safer and will help to make the best use of available highways capacity by enabling higher volumes of people to move more safely and efficiently through the network. It is important, however that the design of cycling infrastructure is suitable for the function of the road in terms of the amount of through traffic and public transport provision.
- The shared use of highway space has the potential to cause conflicts between different users, for example at crossing points. Schemes will be designed to reduce these conflicts as far as possible to protect the most vulnerable road users.
- The provision of world-class walking and cycling infrastructure, will enable walking and cycling to become the natural choice for short journeys and, in turn, will make Greater Manchester a healthier, cleaner and safer place to live as well as making a significant contribution to achieving our vision of 50% of trips to be undertaken by walking, cycling or public transport by 2040.
- GMSF policy GM N 7 will ensure that all new development will be required to prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy set

out in Policy GM N 1. This will include providing new and enhanced walking, cycling routes through and around the site and improve the coverage, quality and integration of the wider walking, cycling network.

- It is unlikely that a positive business case for many orbital Metrolink routes could be demonstrated due to limited demand and many "orbital" journeys will be quicker via the city centre particularly as there are now a number cross city services available by bus, Metrolink and rail. However, there is demand for public transport links between Greater Manchester town centres and travel across the wider city region that can be met by improved bus services.
- We are undertaking an ambitious study of potential Quality Bus Transit corridors on key corridors across GM linking town centres and other areas of high trip generation. Quality Bus Transit corridors are whole-route upgrades of key bus corridors, with a strong focus on quality and reliability. These will be focused mainly on short-distance trips of less than 6km and will incorporate comprehensive bus priority packages.
- We are also exploring options for new bus rapid transit links for longer distance journeys, following the success of the Leigh-Salford Manchester guided busway, including potential services from the Airport and also new links to the M62 North- East Corridor (Northern Gateway) development area.
- Further priorities for rapid transit including further Metrolink expansion and the potential for tram/train development are set out in the 2040 5-Year Delivery Plan.

- In response to the comments received, the GMSF has been amended in the following areas:
  - the climate emergency declaration
  - the GM 5-year Environment Plan
  - the Clean Air Plan
  - the transport sector's contribution to carbon emissions and the five specific decarbonisation priorities.
  - Recommendations of each of the Locality Assessments are reflected in the relevant GMSF allocation policy.
  - GMSF "Our Network" chapter sets out our approach to Streets For All.

Recommendations of each of the Locality Assessments are reflected in the relevant GMSF allocation policy.

3.2. Strategic Allocations

To deliver the inclusive and prosperous future outlined in the Greater Manchester Strategy, Greater Manchester authorities have sought to maximise the use of land outside of the Green Belt, giving the highest priority to brownfield land.

The GMSF sets out 55 proposed land allocations for employment and housing land.

The strategic employment and housing locations were selected based on their location and the opportunity they provide to address some of the economic disparities evident within the conurbation and provide a greater mix of housing. Some of these sites straddle local authority boundaries.

The majority of the respondents (95%) answered at least one question relating to allocations to the GMSF consultation related to these strategic allocations. Below sets out an overview of the responses received relating to each allocation.

The map below shows the location of the proposed allocations:

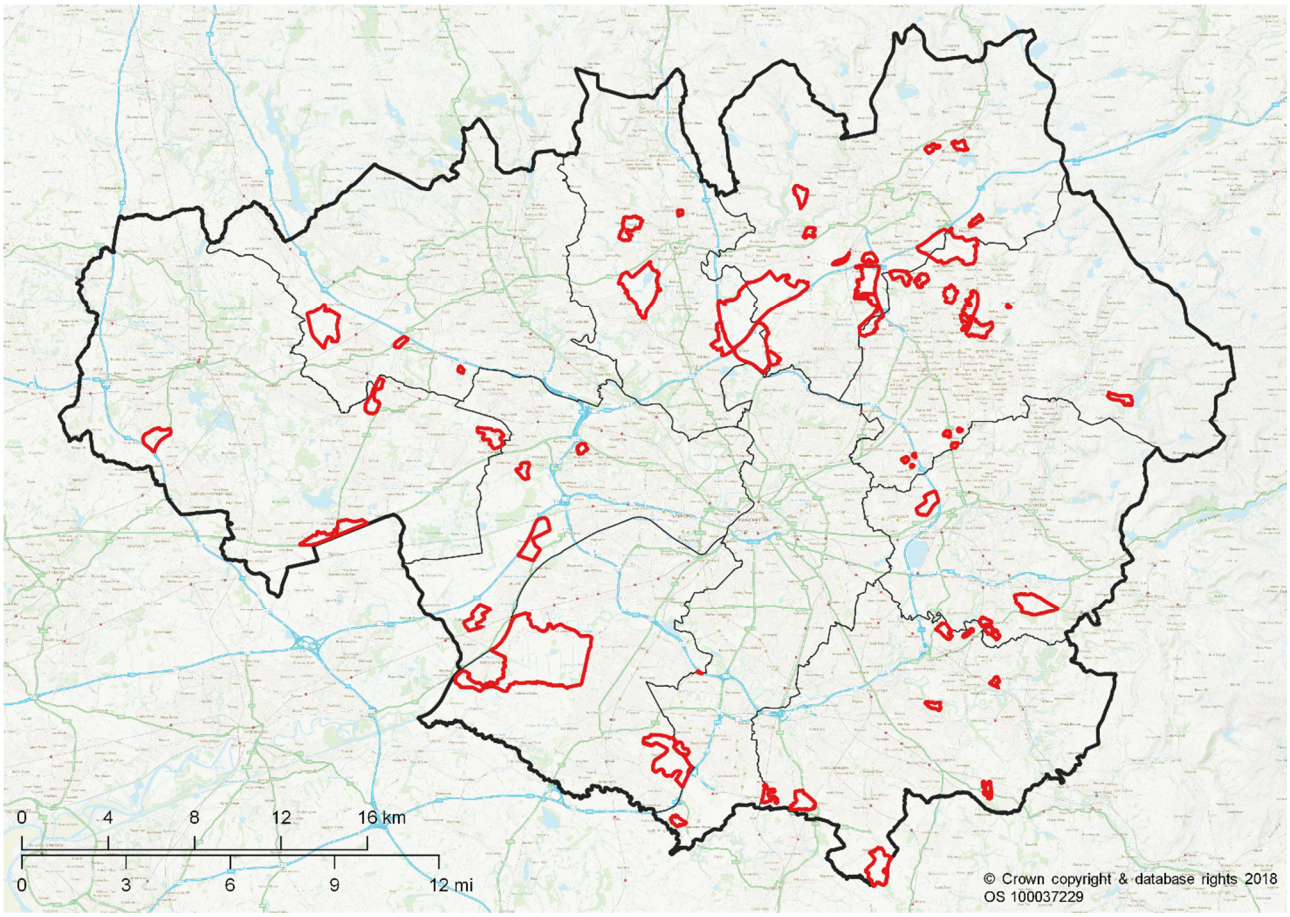

Figure 2: GMSF 2019 Allocations

3.2.1. Cross-Boundary Strategic Allocations

The following section provides an overview of the responses relating to the cross-boundary allocations. There were 4,538 comments to these questions.

The cross-boundary allocations cover the districts of Bury, Oldham and Rochdale.

GM Allocation 1: Northern Gateway (463 comments)

There was some support for employment given its location and motorway access, although many find this to be a disproportionate distribution of employment land and query the need when existing estates in the area are below capacity. The other main issues raised as objections are traffic and air quality concerns; specifically as existing roads and motorways are at capacity and proposed solutions do not alleviate the situation, excessive loss of Green Belt, unreasonable scale of housing growth which will overwhelm small villages of character and quality of life, lack of social infrastructure, loss of natural environment and loss of working farms. There is also concern at a lack of detail regarding infrastructure improvements and the jobs to be created. It was generally felt that there are other opportunities on brownfield land within urban areas that should be considered first

There was concern that GMA1 does not set out all the transport requirements that are listed in GMA1.1, 1.2 and 1.3 and these should be consistent. Landowners and developers in the area note the potential for individual allocations to come forward early but raise concern that infrastructure requirements and the need for a masterplan for the whole of GMA1 prior to commencement could hinder progress. There was concern raised about its impact on farmland bird populations and question its identification as it is part of the GM Ecological Network.

Principle / scale of development
• Disproportionate distribution of employment land, is not consistent with Bury's historic rates of development, allocated too much land as most will not come forward until after plan period. Must revisit based on sustainable and not accelerated growth/Brexit impact. • Excessive loss of Green Belt, major impact on Bury South and needs to be distributed evenly across GM, will undermine regeneration of town centres. • Unreasonable scale of housing growth overwhelming small villages/quality of life. Simister/Bowlee cannot merge under law. • Scale of development a concern which will increase traffic due to proximity of motorways and wider growth planned close to site. Policy needs to set out requirements for either roads/motorways. • Inconsistent with natural environment/climate change objectives. • Potential for individual allocations within GMA1 to be delivered early, but the need for a masterplan and infrastructure for GMA1 prior to commencement could hinder progress. • Support – Major landowner has been in extensive discussions with local authorities/landowners and is seeking a development partner. Site in excellent location and motorway access, opportunity for investment in north of GM to contribute to economic growth, should be supported with small clusters of housing. Agree that masterplan needed to enable infrastructure delivery. Split into three sites allows for areas of varying character and early delivery.

Housing (inc affordable housing)
• Proposed layout will destroy the character of villages. Some view that higher densities are required to minimise greenfield loss. • Increasing the population will displace problems elsewhere. • Unviable, market cannot absorb large quantity in one area, also the cumulative effect of other allocations in north to consider. • Concern that GMA1 targets are in addition to district targets. • Housing will not be affordable and need local definition, does not but must cater for over 65s. must be carbon-neutral. • No information on viability.
Employment and Economy
• Rebalancing GM economy – lack of local support/is reasonable as it is an opportunity to regenerate deprived adjoining areas. • Will not attract the right kind of development, only low skill jobs, better opportunities in Salford/Manchester. • No need given that existing industrial estates are below capacity. • Policy not specific enough, lack of detail on jobs to be created. • Evidence required on need for logistics hubs, justification against demand. • Impact on existing businesses, loss of agricultural land and jobs.
Green Belt
• Disproportionate loss of Green Belt in area and compared to others, would not be needed if 2016 housing projections used. Encourages urban sprawl and merging of towns. • Concern that there will be further removal of Green Belt. • New communities on the moors would have more identity than being part of urban sprawl. • No case for exceptional circumstances.
Brownfield
• There are other opportunities on brownfield land within urban areas and should be considered first, distributed evenly in Bury's six towns. Need single occupancy dwellings in town centres. • Should expand existing employment sites, consider relocating businesses to under-occupied sites to free up for housing. • Need to discourage land banking and offer grants to firms.
Transport – Highways / Public Transport / Cycling / Walking
• Existing roads/motorways/junctions at capacity. Infrastructure must address increased need. Scale of development will lead to increase in travel demand between GM and Rossendale along the M66. M62 corridor growth impacts on freight traffic flows. • Proposed road solutions do not alleviate the situation. Previous issues raised ignored. Junctions will be too close together. Access roads exit onto already congested roads. Poor emergency access. • Policy does not include requirements of GMA1.1, 1.2 and 1.3. • Current public transport inadequate/non-existent. Train services infrequent. Proposed measures useless as will still use cars. East Lancashire Railway should be used for commuting/freight. • Lack of detail regarding infrastructure improvements. • Access needed for all users. Will result in loss of footpaths.

- Support – Detailed proposals on infrastructure welcomed. Birch junction support by some, though it may lead to more congestion.

Physical Infrastructure and utilities

- Existing infrastructure at capacity. Proposed infrastructure improvements are inadequate.
- Two overhead lines on-site, buildings should not be built below.
- Need for additional waste management capacity will arise.
- Support – Detailed proposals on infrastructure welcomed.

Social Infrastructure

- Existing schools are at capacity. Many demolished recently. Extension of St John's School would be a loss of identity.
- Impact on health services. Need for health facilities to be provided.
- Community uses should be co-located. Food shops need to be accessible for those without a car and to promote cohesion.
- Must be provided prior to development.
- No detail on enhanced recreation/community facilities. No detail on schools proposals and how their requirements were calculated, and should be subject to consultation. Some locations unsuitable.
- Need to be clear on recreation land to be retained.
- Support – Detailed proposals on infrastructure welcomed.

Environmental – Green Infrastructure, Biodiversity, open space

- Loss of green space used for recreation, walking and cycling.
- Loss of wildlife habitats and biodiverse site of GM importance – in GM Ecological Network, impact on farmland bird populations and need to consider NERC Act 2006.
- No data/map layers on habitats and species.
- GMG10 protects peat-based soils and needs to be applied here.
- Support – Opportunities to secure net gains for nature which can be applied to green infrastructure, deciduous woodland and soils. Green Infrastructure network welcomed.

Air Quality

- Increased pollution from traffic, impact on health and wellbeing.
- No detail/evidence on mitigation, tree planting not effective.

Flood risk

- Development will make existing flooding issues far worse.
- No detail on improvement works.

Heritage

- Impact on places of historic significance.

Other

- Lack of consultation from Bury and Rochdale Council
- No quality jobs being offered in Bury, all in centre of the conurbation
- Negative impact on mental and physical health
- Housing – Figures are out-of-date as using 2016 projections, need to build at higher densities, need to control immigration, Brexit will reduce need for housing.
- Loss of amenity – Residents will lose their unspoilt views. Properties will lose their value, request for compensation. Impact on residents of Brookvale Home in Simister.
- Consultation has been inadequate from local authorities/GMCA.
- Concerns over noise pollution and that it may not be adequately mitigated. Tree planting not enough.
- Climate change – Electricity generation inadequate to meet increased demand for electric vehicles. Increase in food miles.

Response to Comments

It should be noted that this Policy will no longer be a specific Policy in the GMSF, Policies GM1.1 Heywood/Pilsworth and GM1.2 Simister/Bowlee will cover the requirements for each site within the Northern Gateway. It should be noted that the previously proposed allocation for Whitefield has been removed.

Principle / scale of development

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 of junction 3 of the M66. It comprises two key sites within the wider North-East Growth Corridor:

- Heywood/Pilsworth (Bury and Rochdale) (see Policy GM Allocation 1.1 Heywood/Pilsworth (Northern Gateway)); and
- Simister and Bowlee (Bury and Rochdale) (see Policy GM Allocation 1.2 'Simister/Bowlee (Northern Gateway)')

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. 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.

The allocation is of a scale that 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 Greater Manchester 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 locations that will help to deliver these fundamental objectives. Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation.

Housing (inc affordable housing)

Policy GM-H4 covers density of new housing and seeks to maximise average density of new housing in accessible locations. The provision of a range of housing tenures and types is addressed by GMSF thematic policies specifically GM-H2 Affordability of New Housing and GM-H3 Type, Size and Design of New Housing. The allocation policies require the provision of affordable housing in accordance with local planning policy requirements.

Employment and Economy
The allocation Policies (GM1.1 and GM1.2) include requirements to ensure that the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities between Heywood/Pilsworth and Simister and Bowlee. The policy justification for GM1.1 considers that whilst the location of this allocation along the 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. The variety will not only provide a better range of good quality jobs but has the potential to provide premises for new and growing sectors, this diversifying both the local and sub regional economy. The allocation policy should be read in conjunction with Policy GM-P 1 – Supporting Long Term Economic Growth.

Green Belt
The policies contained within the GMSF should be read as a whole, in relation to Green Belt Policy GM-10 covers the Greater Manchester Green Belt, the policy should be read in conjunction with the Green Belt Assessment and the Green Belt Exceptional Circumstances Justification Paper which sets out the case for exceptional circumstances for the Green Belt proposals as a whole and the specific case for this allocation.

Brownfield
Issues relating to previously developed land are addressed by thematic Policy GM-S1.

Transport – Highways / Public Transport / Cycling / Walking
Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any additional traffic generated by the Northern Gateway proposed allocation.

The allocation Policy for GM1.1 (Heywood/Pilsworth) sets out specific requirements for new and improved highways infrastructure to enable the proposed level of development to be accommodated, including: improvements to Junction 3 of the M66, Improved links between junction 3 of the M66 and Junction 19 of the M62. Other off-site highway works where these are necessary to ensure acceptable traffic movement, including a contribution towards the mitigation proposed at Croft Lane, Hollins Lane/Hollins Brow. The policy also includes a requirement to support the delivery of improved public transport infrastructure through the allocation(including Bus Rapid Transit corridors) and close to the allocation (including potential tram-train on the East Lancashire rail line between Bury and Rochdale) to enhance sustainable connectivity to the wider sub-region and adjoining districts and neighbourhoods. The policy also includes a requirement to deliver safe and convenient cycling and walking routes through the allocation designed to national and GM standards of design and construction.

The allocation Policy for GM1.2 (Simister and Bowlee) sets out specific requirements for supporting transport services and infrastructure including: an upgrade to the local highway network, traffic restrictions on Simister Lane to prevent this route from being a form of access/egress to and from the allocation, improved public transport provision through the allocation (including Bus Rapid Transit corridors) and close to the allocation (including potential Bus Rapid Transit or Metrolink extension to Middleton) in order to serve the development; and other off-site highway works where these are necessary to ensure acceptable traffic movement. The allocation policy also includes requirements to deliver a network of safe and convenient cycling and walking routes through the allocation designed in accordance with national and GM standards of design and construction.

Physical Infrastructure and utilities
The allocation Policies for GM1.1 and GM1.2 set out a specific requirement for a comprehensive masterplan relating to the area to come forward in the plan period that has previously been approved by the LPA(s). The masterplan will include a clear phasing strategy as part of an

integrated approach to the delivery of infrastructure to support the scale of the development as a whole. The policies include a requirement to make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points. The policies should also be read in conjunction with the Utility Statement for the Northern Gateway. Capacity and efficient use of utilities and infrastructure is addressed by GMSF thematic policy GM-D1 Infrastructure Implementation.

Social Infrastructure

The allocation policies (GM1.1 and GM1.2) set out a specific requirement for a comprehensive masterplan relating to the area to come forward in the plan period that has previously been approved by the LPA(s). The masterplan will include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure (including recreation and social infrastructure) to support the scale of the development as a whole. Policy GM1.1 makes provision for a new primary school in the eastern part of the allocation to meet the needs of the prospective school aged residents. The policy also includes requirements for a range of supporting and ancillary services and facilities, such as the provision of a new local centre, and a requirement for financial contributions for offsite additional primary and secondary school provision.

Policy GM1.2 makes provision for a new two-form entry primary school to meet the needs of the prospective school aged residents. There is also a requirement for financial contributions for off-site additional primary and secondary school provision. The policy also includes requirements for a range of supporting and ancillary services and facilities, such as the provision of a new local centre which includes a range of appropriate retail, health and community facilities and ensure that it is integrated with existing communities.

Environmental – Green Infrastructure, Biodiversity, open space

The allocation Policies (GM1.1 and GM1.2) set out a requirement to minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G10 – A Net Enhancement of Biodiversity and Geodiversity. The policies set out a requirement for the provision of new, high quality, publically accessible multifunctional green and blue infrastructure to provide health benefits to workers and residents as well as creating a visually attractive environment. Policy GM1.1 requires a management plan to demonstrate how the retention and improvement of Green and Blue infrastructure and nature conservation assets will continue to be managed. This should include the integration and enhancement of existing features such as Hollins Brook/Brightly Brook SBI and Whittle Brook. The allocation policy should be read in conjunction with policy GM-G2 Green Infrastructure Network and policy GM-G9 Standards for a Greener Greater Manchester. Policy GM1.2 includes a requirement to make appropriate provision for the long term management and maintenance of areas of green infrastructure, biodiversity features and other areas of open space. The allocation policies should be read in conjunction with policy GM-G2 Green Infrastructure Network and Policy GM-G9 Standards for a Greener Greater Manchester and supporting Ecology reports.

Air Quality

The policies contained within the GMSF should be read as a whole, in relation to Air Quality this is covered by policy GM-S6 – Clean Air, the GMSF policy should be read in conjunction with the Northern Gateway Noise and Air Quality Constraints Review.

Flood risk

Policy GM-S5 covers flood risk and the water environment and makes specific reference to sustainable drainage systems (SuDS) this should also be read in conjunction with the accompanying Strategic Flood Risk Assessment (SRFA) and the Northern Gateway Flood Risk Assessment and Drainage Strategies for GM1.1 and GM1.2. Policy GM1.1 makes specific reference to mitigating potential flood risk from all sources including Whittle Brook, Castle Brook and Brightley Brook and does not increase the flood risk elsewhere. Policy GM1.2 makes

specific reference to mitigating potential flood risk from all sources. The allocation Policies (GM1.1 and GM1.2) include a requirement to incorporate on-site measures to deal with surface water run-off in line with the hierarchy of drainage options ensuring, wherever possible, they are designed as multi-functional green infrastructure connecting to the wider green infrastructure network in accordance with thematic Policy GM-S5 Flood Risk and the Water Environment.

Heritage

Policy GM1.1 sets out a requirement to protect and, where appropriate, enhance the heritage assets and their setting within the allocation including the Grade II Listed buildings – Brick Farmhouse and Lower Whittle Farmhouse and the wider historic character of the surrounding setting in accordance with the findings and recommendations of a Heritage Impact Assessment. There is also a policy requirement to 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.

Policy GM1.2 sets out a requirement to protect and enhance the heritage and archaeological assets within the vicinity of the allocation and their setting in accordance with the findings of a Heritage Impact Assessment.

The allocation policies should be read alongside the Northern Gateway Heritage Statements for both GM1.1 and GM1.2. Heritage is addressed by GMSF thematic policy GM-E2 along with the accompanying GMSF Heritage Environment Background paper.

GM Allocation 1.1: Heywood/Pilsworth (Northern Gateway) (345 comments)

Many have criticised a disproportionate distribution of employment land and query the need when existing estates in the area are below capacity, there is an overreliance on logistics and warehouses which will only create low skill ow-wage jobs. The other main issues raised as objections are transport concerns; specifically as existing roads and motorways are at capacity and public transport is poor with no suitable solutions offered, loss of Green Belt and merging of towns, loss of recreation and biodiversity, increase in noise and air pollution, lack of social and utilities infrastructure, impact on flood risk and impact on heritage.

There is concern about the scale of the allocation as it has potential to give rise to traffic impacts due to its proximity to motorways.

Alternative strategies include the expansion of existing industrial estates, the recognition of the potential of Metrolink and East Lancashire Railway to serve the site, and the use of brownfield land within existing urban areas and landfill sites.

Principle / scale of development
• Disproportionate distribution of employment land. • Large scale of site is a concern as it has potential to give rise to traffic impacts due to it being close to motorways. • No need when existing estates in area are below capacity. • Economic growth should not be at the expense of the community and the environment. Considerable impact on local agriculture. • Pilsworth landfill – include within developable area/unsuitable for development but could be a country park/should remain rural. • Support – Highly accessible and sustainable location for growth.
Housing (inc affordable housing)
• Should be set back from motorways and at high densities. • Will be expensive executive homes. Affordable home prices will not be affordable. Must provide for elderly. Need terraced homes. • Support – land is available for development. More housing needed closer to the planned jobs.
Employment and Economy
• Over-reliance on logistics and warehouses which have low-skilled and low wage jobs, needs to attract high technology industries. Will not solve the issue of a lack of suitable premises. • More detail required on jobs created, investors. • Should expand existing under-capacity industrial estates. • New jobs should be for local residents. • Consider impact of automation and Brexit. • Need to promote business growth in town centres. • Support – Provides significant employment opportunities and new impetus for regeneration.
Green Belt
• Release of Green Belt disproportionate in this area of the Borough and compared to other districts. • Will result in the merging of towns and urban sprawl. • Retained Green Belt includes land that is not appropriate such as Pilsworth Quarry.
Brownfield
• Must use brownfield land within the urban areas before considering greenfield land.

Transport – Highways / Public Transport / Cycling / Walking
• Existing roads, motorways and junctions are at capacity. • Highways - Too much emphasis on road transport/improvements necessary. Needs to be provided before development, evidence base/business case needs to set out detail on improvements to existing motorway junctions. Compulsory purchase concerns. • Birch junction will not work/make roads dangerous, more detail required in policy/evidence. South Heywood link road scheme should be paused until wider proposals brought forward. • Public transport is poor, particularly in Heywood, proposed solutions not suitable. Must recognise potential of Metrolink and East Lancashire Railway, subject to heritage impact, to serve site. • Current cycling network dangerous. Cycle lanes not needed. • There is some support for the detailed infrastructure proposals.
Physical Infrastructure and utilities
• No capacity in existing utilities infrastructure. Sewer systems cannot cope in Bury in particular. • Ground conditions on Manchester Road in Rochdale poor, road has often collapsed.
Social Infrastructure
• Existing schools, particularly in Heywood, are poor and are at capacity. • More information on impact on/capacity of health facilities, evidence on where money will come from. • Need commitment that infrastructure will be provided before development starts and who will pay. • Community uses should be co-located. Food shops need to be accessible for those without a car. Need for more retail/community facilities in Heywood area where industry dominates.
Environmental – Green Infrastructure, Biodiversity, open space
• Loss of recreation space of high value to residents and visitors. Must continue to protect Pike Fold Golf Course and protect/ enhance routes for horse riders. Concern at impact on Thornham Cricket Club. • Significant loss in biodiversity and fragmentation of wildlife sites, many priority habitats and designated areas of importance. • Policy needs to strengthen protections and reference all relevant sites, giving appropriate buffers. Additional designations required. • Green Infrastructure policy on offsetting land is non-committal. • Protect trees and plant more trees. Enhance wildlife corridors. • Evidence required – Ecology impact assessment. • Support – significant area will be retained as publically accessible green infrastructure for workers and residents.
Air Quality
• Carbon emissions will increase. No clarity on mitigation.
Flood risk
• Concern over impact on Whittle and Whiteley Brooks. • Underground watercourses not accounted for. • Further analysis required on the likely flood risk at Castle Brook.
Heritage
• Archaeological features on the site such as Meadowcroft Fold. • Concern over impact on the listed building at Brick House.

Other
• Strategy – The northern areas are losing more Green Belt than the south and this is unfair. Bolton not released Green Belt. Has been a developer-led process. Bury should produce its own short-term plan which would not need Green Belt release.
• Site selection – Why have previous sites been rejected, areas in North Bury that are more affluent not considered.
• Transport – HS2 should be cancelled. Bus franchising and regulation needed. Parking required above or below developments to help release surface car parks for housing. Consider building more ring roads and use of intelligent traffic light systems.
• Housing – Plan needs to include a break point at which housing need/allocations are reviewed. Should address empty properties, homelessness. Negotiate housing need with adjoining authorities.
• Brownfield – large number of sites and vacant floors above shops in town centres and under-used employment sites that should be developed first. Also the Bowlee area used for car boot sales.
• Quality of life - Impact on physical/mental health, noise and light pollution likely. Not clear on mitigation. Impact on views.
Response to Comments Principle / scale of development The Heywood/Pilsworth allocation provides an opportunity for a large, nationally significant employment opportunity to attract high quality business and investment, with a complementary housing offer on the M62 corridor. The allocation seeks to deliver a total of around 1,200,000 sqm of industrial and warehousing space (with around 700,000 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. Around 1,200 homes will be delivered within the allocation, 1000 homes along with a new primary school will be located within the eastern part of the site (within Rochdale). A further 200 homes will be located in the west of the allocation off Castle Road, north of Castlebrook High School playing fields. The allocation forms part of the Northern Gateway and is of a scale in order to address the central theme of the spatial strategy for Greater Manchester in delivering inclusive growth across the city region complemented by a key aim to boost the competitiveness and economic outputs from the northern parts of the conurbation. The Northern Gateway is one of the key locations that will help to deliver these fundamental objectives. Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation. Housing (inc affordable housing) Policy GM-H4 covers density of new housing and seeks to maximise average density of new housing in accessible locations. The provision of a range of housing tenures and types is addressed by GMSF thematic policies specifically GM-H2 Affordability of New Housing and GM-H3 Type, Size and Design of New Housing. The allocation policy requires the delivery of a broad mix of houses which includes an appropriate mix of house types and sizes and accommodation for older people. The allocation policy requires the provision of affordable housing in accordance with local planning policy requirements. Employment and Economy The allocation policy includes a requirement to ensure that 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 development at Simister/Bowlee (GM1.2). The policy justification considers that whilst the location of this allocation along the 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. The variety will not only provide a better range of good quality jobs but has the potential to provide premises for new and growing sectors, this diversifying both the local and sub regional economy. The allocation Policy should be read in conjunction with Policy GM-P 1 – Supporting Long Term Economic Growth.

Green Belt
The policies contained within the GMSF should be read as a whole, in relation to Green Belt Policy GM-10 covers the Greater Manchester Green Belt, the policy should be read in conjunction with the Green Belt Assessment and the Green Belt Exceptional Circumstances Justification Paper which sets out the case for exceptional circumstances for the Green Belt proposals as a whole and the specific case for this allocation.

Brownfield
Issues relating to previously developed land are addressed by thematic Policy GM-S1.

Transport – Highways / Public Transport / Cycling / Walking
Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation.
The allocation policy sets out specific requirements for new and improved highways infrastructure to enable the proposed level of development to be accommodated, including: improvements to Junction 3 of the M66, Improved links between junction 3 of the M66 and Junction 19 of the M62. Other off-site highway works where these are necessary to ensure acceptable traffic movement, including a contribution towards the mitigation proposed at Croft Lane, Hollins Lane/Hollins Brow. The policy also includes a requirement to support the delivery of improved public transport infrastructure through the allocation(including Bus Rapid Transit corridors) and close to the allocation (including potential tram-train on the East Lancashire rail line between Bury and Rochdale) to enhance sustainable connectivity to the wider sub-region and adjoining districts and neighbourhoods. The policy also includes a requirement to deliver safe and convenient cycling and walking routes through the allocation designed to national and GM standards of design and construction.

Physical Infrastructure and utilities
The allocation policy sets out a specific requirement for a comprehensive masterplan relating to the area to come forward in the plan period that has previously been approved by the LPA(s). The masterplan will include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the development as a whole. The policy includes a requirement to make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points. The policy should also be read in conjunction with the Utility Statement for Northern Gateway. Capacity and efficient use of utilities and infrastructure is addressed by GMSF thematic policy GM-D1 Infrastructure Implementation.

Social Infrastructure
The allocation policy sets out a specific requirement for a comprehensive masterplan relating to the area to come forward in the plan period that has previously been approved by the LPA(s). The masterplan will include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure (including recreation and social infrastructure) to support the scale of the development as a whole. The allocation policy makes provision for a new primary school in the eastern part of the allocation to meet the needs of the prospective school aged residents. The policy also includes requirements for a range of supporting and ancillary services and

facilities, such as the provision of a new local centre, and a requirement for financial contributions for offsite additional primary and secondary school provision.

Environmental – Green Infrastructure, Biodiversity, open space
The policy sets out a requirement to minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G10 – A Net Enhancement of Biodiversity and Geodiversity. The policy sets out a requirement for the provision of new, high quality, publicly accessible multifunctional green and blue infrastructure to provide health benefits to workers and residents as well as creating a visually attractive environment. A management plan will also be required to demonstrate how the retention and improvement of Green and Blue infrastructure and nature conservation assets will continue to be managed. This should include the integration and enhancement of existing features such as Hollins Brook/Brightly Brook SBI and Whittle Brook. The allocation policy should be read in conjunction with Policy GM-G2 Green Infrastructure Network and policy GM-G9 Standards for a Greener Greater Manchester and supporting Ecology reports.

Air Quality
The policies contained within the GMSF should be read as a whole, in relation to Air Quality this is covered by Policy GM-S6 – Clean Air, the GMSF Policy should be read in conjunction with the Northern Gateway Noise and Air Quality Constraints Review.

Flood risk
Policy GM-S5 covers flood risk and the water environment and makes specific reference to sustainable drainage systems (SuDS) this should also be read in conjunction with the accompanying Strategic Flood Risk Assessment (SRFA) and the Northern Gateway Flood Risk Assessment and Drainage Strategy. The allocation policy makes specific reference to mitigating potential flood risk from all sources including Whittle Brook, Castle Brook and Brightley Brook and does not increase the flood risk elsewhere. The allocation policy includes a requirement to incorporate on-site measures to deal with surface water run-off in line with the hierarchy of drainage options ensuring, wherever possible, they are designed as multi-functional green infrastructure connecting to the wider green infrastructure network in accordance with policy GM-S5.

Heritage
The policy sets out a requirement to protect and, where appropriate, enhance the heritage assets and their setting within the allocation including the Grade II Listed buildings – Brick Farmhouse and Lower Whittle Farmhouse and the wider historic character of the surrounding setting in accordance with the findings and recommendations of a Heritage Impact Assessment. There is also a policy requirement to 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. The allocation policy should be read alongside the Northern Gateway Heritage Statement. Heritage is addressed by GMSF thematic policy GM-E2 along with the accompanying GMSF Heritage Environment Background paper.

GM Allocation 1.2: Simister and Bowlee (Northern Gateway) (399 comments)

The broad consensus is that the proposed housing is an unreasonable amount of development in one location which will harm village character, cause a loss of amenity and depress property values. The other main issues raised as objections are traffic and air quality concerns; specifically as congestion on existing roads and M62 which is most polluted area in the country and proposed solutions do not alleviate the situation, loss of Green Belt which will be universal in Simister, concern over flood risk, loss of greenspace and key ecological assets, impact on heritage and loss of working farms where owners have not been notified. There is also concern at a lack of detail regarding infrastructure improvements.

There is concern at the loss of fields and routes used by horse riders and the suggestion of the protection of key bridleways.

It was also felt that growth should be distributed more evenly across Bury, traffic should be diverted away from Simister Village as it cannot support high levels of traffic and greater use should be made of empty and underused brownfield sites.

Principle / scale of development
• Unreasonable and disproportionate scale of development in one location. • Will cause considerable harm to character of small village, result in a loss of amenity and depress property values. Compulsory purchase will be required. • Some landowners wish to see the site extended. • Support, provided that villages sympathetically merged and appropriate separation distances implemented.
Housing (inc affordable housing)
• Layout not sympathetic to village which will be overwhelmed. • Scale of growth proposed not achievable and will take a number of years to come forward. Phasing will be critical to avoid flooding the market. • Does not cater for affordable/specialist housing needs. Needs to be environmentally friendly and delivered at appropriate densities. • Housing growth should be distributed more evenly across Bury. • There is support that the development will provide much needed housing in this location, there is a willingness from landowners in Simister to bring the site forward and more housing to south of village should be considered.
Employment and Economy
• No need for employment proposal at Heywood/Pilsworth as low unemployment and deprivation in Simister and Bowlee. Likely to be low paid, need quality manufacturing, no indication of interest. • Residents will have poor access and will need to commute out. • Support – Must invest in the Northern Powerhouse.
Green Belt
• Simister will lose all of its Green Belt, this was misrepresented in the consultation letter. Wide disparities between Bury townships. • Area is semi-rural and remote, designation attracts people to area. • No justification, will result in sprawl and merge distinct towns. • Details on proposed protections for removals not made clear. • It was highlighted that Clarkes Cross (west of M60) has been omitted but could still make a contribution in the form of safeguarded land for long-term needs

Transport – Highways / Public Transport / Cycling / Walking
• Scale of development a concern which will increase traffic due to proximity of motorways and wider growth planned close to site. • Congestion on existing roads e.g. Heywood Old Road already of concern and is mostly industrial traffic which causes property damage. Simister has one access and cannot support high levels of traffic, should be diverted. Dangerous for schoolchildren. • Proposed Birch junction and new road intervention not achievable. Exits onto Heywood Old Road and will therefore make the situation worse. Highways England proposals for Junction 18 should have been shown. • Public transport – Improvements not sufficient. Should extend Metrolink to serve all of site. Rail services in Rochdale at capacity. • Policy lacks detail, need more on junction alterations/ improvements for both local roads and motorways. Must be provided first before any development. • Support – there is good potential for improvements, existing and proposed infrastructure meets needs.
Physical Infrastructure and utilities
• Not viable to provide required infrastructure improvements. • Lack of detail on how development will be serviced. • An electricity transmission route runs through the site and sufficient clearances are required. • The detailed proposals on infrastructure were welcomed by many respondees
Social Infrastructure
• GPs and hospitals cannot cope now. Little detail on how these facilities will be expanded/improved. • Should build new schools on previously-developed land such as former school sites in Middleton area, redevelopment of Castlebrook High School should factor in needs arising. • Local centre siting on main road is unsafe. Should not undermine existing centres. • There was some support for the detailed social infrastructure as outline in the proposal
Environmental – Green Infrastructure, Biodiversity, open space
• Loss of green space that is protected e.g. Simister Wetlands and Bowlee Country Park. Important for exercise. • Loss of green infrastructure and key ecological assets e.g. Bradley Hall Farm, many in decline. Proposed new green infrastructure corridors/enhancements not sufficient, risk of crime. • Loss of fields and key routes/rights of way used by both walkers and horse riders. Key routes and additional suggested routes should be protected. • Lack of information on maintenance. • Support, particularly in relation to drainage and waterbodies.
Air Quality
• Not adequately addressed, no evidence provided. • M62 area is the most polluted area in the country, will make worse.
Flood risk
• Concerns at impact on flood risk in areas with high water table, need to consider underground watercourses.
Heritage
• Sites of historical interest in fields near Prestwich and Blue Ball Lane. Properties from 18th Century on Simister Lane will be damaged by traffic.

- Impact on setting of Heaton Park.

Other

- Agriculture – Loss of working farms and which is contrary to plan's economic aims of rebalancing economy, important to future. Farm owners have not been notified.
- Brownfield – Greater use should be made of empty and underused sites such as the business parks in the local area.
- Impact on health and wellbeing/quality of life/amenity from noise/ air/light pollution and disruption, particularly for older people in Brookvale Care Home who require peaceful setting.
- Consultation/Presentation of proposals – Politically and financially driven. Proposal needs to be shown in both Bury and Rochdale district sections so it is not missed. Village boundary of Simister needs to be clearly identified.
- Green Belt – Inconsistency between level of detail on additions and removals. Removals are insufficient to compensate for loss.
- Statement of Common Ground issues – Lack of communication between Bury and Rochdale Councils. Plan does not link up with plans in Merseyside, Lancashire and Cheshire.
- Other locations preferable with existing infrastructure in place and fewer constraints e.g. Milnrow, Tameside.

Response to Comments

Principle / scale of development

The Simister/Bowlee allocation has the potential to deliver around 1,500 homes in order to diversify the type of accommodation across the Simister, Bowlee and Birch and Langley areas. This will include plots for custom and self-build and a mix of housing densities.

The allocation forms part of the Northern Gateway and is of a scale to address the central theme of the spatial strategy for Greater Manchester in delivering inclusive growth across the city region complemented by a key aim to boost the competitiveness and economic outputs from the northern parts of the conurbation. The Northern Gateway is one of the key locations that will help to deliver these fundamental objectives. Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation.

It should be noted that the extent of GM1.2 Simister/Bowlee allocation has been significantly reduced since the 2019 revised draft version of the GMSF in order to help preserve the character of Simister Village.

Housing (inc affordable housing)

Policy GM-H4 covers density of new housing and seeks to maximise average density of new housing in accessible locations. The provision of a range of housing tenures and types is addressed by GMSF thematic policies specifically GM-H2 Affordability of New Housing and GM-H3 Type, Size and Design of New Housing. The allocation policy requires the provision of affordable housing in accordance with local planning policy requirements.

Employment and Economy

The allocation policy includes a requirement to ensure that the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services and the new area of employment at Heywood/Pilsworth (GM1.1). The allocation policy should be read in conjunction with Policy GM-P 1 – Supporting Long Term Economic Growth.

Green Belt
The policies contained within the GMSF should be read as a whole, in relation to Green Belt Policy GM-10 covers the Greater Manchester Green Belt, the policy should be read in conjunction with the Green Belt Assessment and the Green Belt Exceptional Circumstances justification paper which sets out the case for exceptional circumstances for the Green Belt proposals as a whole and the specific case for this allocation.

Transport – Highways / Public Transport / Cycling / Walking
Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation. The allocation policy sets out specific requirements for supporting transport services and infrastructure including: an upgrade to the local highway network, traffic restrictions on Simister Lane to prevent this route from being a form of access/egress to and from the allocation, improved public transport provision through the allocation (including Bus Rapid Transit corridors) and close to the allocation (including potential Bus Rapid Transit or Metrolink extension to Middleton) in order to serve the development; and other off-site highway works where these are necessary to ensure acceptable traffic movement. The allocation policy also includes requirements to deliver a network of safe and convenient cycling and walking routes through the allocation designed in accordance with national and GM standards of design and construction.

Physical Infrastructure and utilities
The allocation policy sets out a specific requirement for a comprehensive masterplan relating to the area to come forward in the plan period that has previously been approved by the LPA(s). The masterplan will include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the development as a whole. The policy includes a requirement to make provision for other necessary infrastructure such as utilities, broadband and electric vehicle charging points. The policy should also be read in conjunction with the Utility Statement for the Northern Gateway. Capacity and efficient use of utilities and infrastructure is addressed by GMSF thematic Policy GM-D1 Infrastructure Implementation.

Social Infrastructure
The allocation policy sets out a specific requirement for a comprehensive masterplan relating to the area to come forward in the plan period that has previously been approved by the LPA(s). The masterplan will include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure (including recreation and social infrastructure) to support the scale of the development as a whole. The allocation policy makes provision for a new two-form entry primary school to meet the needs of the prospective school aged residents. There is also a requirement for financial contributions for offsite additional primary and secondary school provision. The policy also includes requirements for a range of supporting and ancillary services and facilities, such as the provision of a new local centre which includes a range of appropriate retail, health and community facilities and ensure that it is integrated with existing communities.

Environmental – Green Infrastructure, Biodiversity, open space
The policy sets out a requirement to minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G10 – A Net Enhancement of Biodiversity and Geodiversity. The policy sets out a requirement for the provision of new, high quality, publically accessible multifunctional green and blue infrastructure to provide health benefits to workers and residents as well as creating a visually attractive environment. The policy includes a requirement to make appropriate provision for the long term management and maintenance of areas of green infrastructure, biodiversity features and other areas of open space. The allocation policy should be read

in conjunction with policy GM-G2 Green Infrastructure Network and Policy GM-G9 Standards for a Greener Greater Manchester and supporting Ecology reports.

Air Quality
The policies contained within the GMSF should be read as a whole, in relation to Air Quality this is covered by policy GM-S6 – Clean Air, the GMSF policy should be read in conjunction with the Northern Gateway Noise and Air Quality Constraints Review.

Flood risk
Policy GM-S5 covers flood risk and the water environment and makes specific reference to sustainable drainage systems (SuDS) this should also be read in conjunction with the accompanying Strategic Flood Risk Assessment (SRFA) and the Northern Gateway Flood and Drainage Constraints Plan. The allocation policy makes specific reference to mitigating potential flood risk from all sources. The allocation policy includes a requirement to incorporate on-site measures to deal with surface water run-off in line with the hierarchy of drainage options ensuring, wherever possible, they are designed as multi-functional green infrastructure connecting to the wider green infrastructure network in accordance with thematic Policy GM-S5 Flood Risk and the Water Environment.

Heritage
The policy sets out a requirement to protect and enhance the heritage and archaeological assets within the vicinity of the allocation and their setting in accordance with the findings of a Heritage Impact Assessment. The allocation policy should be read alongside the Northern Gateway Heritage Appraisal. Heritage is addressed by GMSF thematic policy GM-E2 along with the accompanying GMSF Heritage Environment Background Paper.

GM Allocation 1.3: Whitefield (Northern Gateway) (327 comments)

The main issues raised as objections are transport concerns; specifically as existing roads are at capacity and in poor condition and the area is overpopulated, disproportionate loss of Green Belt in this area, loss of trees and wildlife of importance, impact on quality of life from loss of recreation and public rights of way, impact on already stretched social infrastructure, poor drainage and the impact of the proposed local centre on shops in Unsworth.

It is felt that public transport solutions are required including making use of the East Lancashire Railway for passenger services. Also that empty and underused brownfield sites in town centres and low-capacity employment sites should be converted for housing. The landowners are in favour of the allocation and its proposed policy.

Principle / scale of development
• Too many homes in an area which is already overpopulated. • Pule Farm should be removed from the proposed layout. • Support – majority of landowners are in favour of the allocation and its proposed policy.
Housing (inc affordable housing)
• Require higher density homes. • Should provide affordable homes and include homes for families and over 65s. • Housing – Bury should offset housing need to neighbouring authorities in Cheshire and Lancashire.
Green Belt
• Disproportionate loss of Green Belt in this part of the Borough, important in maintaining a separation from M66/M62. • Should leave a buffer between new homes and motorway.
Brownfield
• Brownfield - Should convert empty and underused brownfield sites in town centres instead and/or bring forward low-capacity employment sites in area for housing such as Pilsworth.
Transport – Highways / Public Transport / Cycling / Walking
• Existing roads are at capacity and in poor condition. Severe traffic congestion at Simister Island. Scale of development a concern which will increase traffic due to proximity of motorways and wider growth planned close to site. • The proposed link road will add to congestion problems in a residential area that is already overpopulated. • More information needed on junction alterations/improvements for both local roads and motorways and impact on public access on foot and by cycle. • Public transport solutions are required. Proposals in Northern Gateway justify a new Bury – Oldham Metrolink line. • It was felt that developers are likely to renege on their responsibility • Transport – Build more ring roads. Revisit traffic light technology. Should make use of East Lancashire Railway for passenger services. • Concern over traffic noise, there is little evidence/justification • Support – Detailed proposals on infrastructure welcomed.
Physical Infrastructure and utilities
• Upgrades required to utilities and need more clarity on when this will be delivered. • Support – Detailed proposals on infrastructure welcomed.
Social Infrastructure
• Large number of schools in area and these are over-subscribed. • Health services are stretched, new health centre required.

- Need for multi-purpose community facilties.
- Impact of the proposed local centre on shops in Unsworth.
- Support – Detailed proposals on infrastructure welcomed

Environmental – Green Infrastructure, Biodiversity, open space

- Loss of trees.
- Loss of wildlife areas which should be considered for designation.
- Loss of recreation at Boz Park and impact on quality of life. Should be upgraded/complemented with new recreation facilities.
- Loss of public rights of way.
- No leisure facilities proposed, need for indoor leisure.
- Lack of detail/further evidence required e.g. Ecological Impact Assessment, which recreational facilities to be enhanced, impact of link road on school playing fields.

Air Quality

- Will increase carbon emissions in Simister Island area which is already an area with high levels of air pollution in region.
- Lack of evidence of the effect on air quality of the development.

Flood risk

- Poor drainage, land boggy in south. Proposals can only increase risk.

Other

- Loss of residential amenity, will devalue properties.
- Loss of views.
- Issues of privacy and security for existing residents.

GMSF 2019 Policy GM Allocation 1.3: Whitefield (Northern Gateway) has been removed and is not proposed as a strategic allocation in GMSF 2020.

GM Allocation 2: Stakehill (984 comments)

Overwhelming objection to the proposal of building on a significant proportion of the Green Belt for additional employment and housing. In terms of employment the concern is that the majority of these jobs would be low paid and low skilled within warehousing and manufacturing. There is a lack of demand for further industrial warehousing/units within the area beyond the existing employment areas of Stakehill and Broadgate Industrial Park where a large number of units still remain unoccupied. Further evidence and work needs to be done to justify the demand.

There are key concerns about how the new additional homes proposed north of Thornham St. John's would place a considerable amount of pressure on existing, and in some instances inadequate infrastructure which could exacerbate issues around drainage, sewers and flooding measures.

There is support for providing adequate infrastructure such as schools, hospitals and doctors before development can take place, in order to ensure that community facilities can accommodate and manage the additional capacity/subscription either through an expansion of the existing site or provision of a new facilities.

Concerns that the creation of higher value properties will price out local people who are not able to afford the new homes and benefit the wealthy – an imbalance is created between the low skilled/low paid jobs being offered through the proposal and the inability of local people being able to buy a property within their area.

A large number of residents raised concerns regarding existing heavy congestion, particularly during peak times, on A627M, A664, Mills Hill lane, Elk Mill Retail Park, Middleton Road, Haigh Lane, Boarshaw road and Boarshaw Lane. It was assumed by many that the development would result in an increase of 1400 cars on these local roads making the congestion much worse. Although the site can be accessed using public transport, an increase in cost of the train from Mills Hill is taking this mode of transport out of the option for a lot of working class people. The new charging tariffs on the Metro is also discouraging people from taking public transport.

The issue of air pollution was a concern for many residents. Sections of the A664 (Rochdale Road and Manchester Road) and A627M falls within an Air Quality Management Area and already exceeds air pollution guidelines. This development and the resulting increased number of cars will increase the level of pollution, impacting on people's health.

The industrial manufacturing of farming needs to be taken into account and considered for future growth including dairy pasteurising, bottling delivering fresh milk daily another using a milk tanker, another beef pigs turkey eggs. In addition, there are fields which are productive, and suitable for cereals, sugar beet, potatoes; this could be valuable especially as we may not be importing much produce from the EU.

Principle / scale of development
• With an established industrial estate and good access to motorways development at this site would be logical. • Green Belt land should be protected and not built on.
Housing (inc affordable housing)
• There is a need for affordable housing but without covering all of the Green Belt, leaving areas where people can walk, cycle, ride safely, breathe fresh air, places locally without having to travel 40/50 miles to the coast or National Parks.

- No justification for the urbanisation and industrialisation of the Northern areas as the figures are based on based on over-inflated housing target
- General disagreement with how the Local Housing Need has been calculated and with Rochdale's housing target being higher than its Local Housing Need.
- By raising the 'competitiveness' of the areas within GM, associated costs of living will rise such as rent and house prices which are currently affordable. This in itself will mean the Northern Area will lose its competitive edge when people are deciding where in GM they should settle.
- The Green Belt sites would not be providing housing for local people.

Employment and Economy

- A huge area of Green Belt will be sacrificed for low paid low skilled jobs in warehousing. There is a lack of demand for further industrial warehousing/units within the area beyond the existing employment areas of Stakehill and Broadgate Industrial Park where a large number of units remain unoccupied.
- Support for long term, fulfilling careers for the local population and a Technology Park or an area creating high volume well paid jobs.
- The employment space needs to be ring fenced for high tech green technology and not just more low income warehousing space.

Green Belt

- A strategic area of Green Belt should be added on the east side next to the A627(M) and the north side next to the M62 / Thornham New Road to maintain separation between this new urban area and its surroundings.
- Losing this invaluable Green Belt will just increase urban sprawl bringing Oldham and Rochdale into one built up area
- Exceptional Circumstances have not been demonstrated to remove land from the Green Belt and no Green Belt review has taken place.

Brownfield

- Not enough attention has been given to identifying brownfield sites towards the city centre i.e. Oldham Road / Rochdale corridors.
- Brownfield land should be brought up to a deliverable state as should contaminated land/buildings.
- A 'brownfield first approach' should be adopted unlike the 'brownfield approach' which does not afford Green Belts the same protection.
- A brownfield site has been put forward for inclusion in the allocation boundary. This site could deliver around 100 new homes and provide a suitable access point.
- Remediation of difficult/toxic brownfield sites across Greater Manchester, no matter how large or small, should be undertaken before considering Green Belt or green space for development. Money for brownfield site remediation must be found in the short to medium term, from either Central, Regional or local Council sources so that these sites are not left for future generations to deal with.

Transport – Highways / Public Transport / Cycling / Walking

- Building in this area will significantly increase the traffic around the already congested area of the A627M, A664M, Mills Hill lane, Elk Mill retail park, Middleton Road, Haigh Lane, Boarshaw road and Boarshaw Lane.
- Mills Hills station is already overcrowded in rush hour with people unable to board a number of the trains that pass through at these times. Adding an extra station will only make this worse, I am also sceptical that any improvement will be made to public transport.
- The drastic increase in cost of the train from Mills Hill is taking this mode of transport out of the option for a lot of working class people. The new charging tariffs on the Metro is also discouraging people from taking public transport.

- Increased traffic on Rochdale Road, Rochdale Lane, Dogford Road, Oozewood Road and surrounding roads in Royton would undoubtedly add to the Road Safety danger.
- Public Transport in this area is extremely poor, inefficient and never runs to the scheduled timetable. With no direct access to the Metrolink or Train Services meaning residents have to drive/catch bus/walk long distance to the Metrolink /train stop in Shaw, Oldham, Middleton, and Rochdale causing increased pollution.
- The roads are already congested; junction 21 has the highest recorded levels of nitrogen dioxide a further potential 1400 cars will only add to this.
- The M62 is already one of the most congested and polluting motorways in the Country.

Physical Infrastructure and utilities

- This is a large increase in both employment and housing, concerned how the infrastructure will actually cope with this.
- Road infrastructure needs to be improved to support any expansion.

Social Infrastructure

- St. John's CE Primary School is currently oversubscribed and pupil admission number (PAN) has increased in response to current demand.
- Ensure the provision of additional school places either through an expansion of existing primary and secondary schools or through new provision within the site, including the expansion of Thornham St John's Primary School located within the allocation; - the school is on a single track road, which can't be widened without knocking down houses on either side of the road.

Environmental – Green Infrastructure, Biodiversity, open space

- The loss of huge amounts of the Green Belt will have a detrimental impact and loss on amenity for the local communities in regards to walking, hiking, horse riding, running, cycling.
- Detrimental impact on the local wildlife population, degradation of habitat, plant-life especially pollen producing plants and grasses.
- Concerns over the proximity of the development to Chadderton Park, residential areas and green space.
- The development of this area will increase pollution and the risk of flooding

Air Quality

- Impact upon the air quality – increased congestion around the A627M, A664M, Mills Hill lane, Elk Mill Retail Park, Middleton Road, Haigh Lane, Boarshaw road and Boarshaw Lane will increase the air pollution within the area. This will negatively have an impact on general health within the area.
- It remains to be seen how you plan to reduce emissions when you are proposing such vast expansions of the urban landscape. Any reductions in existing emissions will be matched — if not exceeded — by the proposed increase of the 'new' businesses — and households – GMSF seeks to attract.

Flood risk

- The loss of trees and natural ground cover on this site will worsen the flood problem within Thornham Old Lane.
- The current water supply, drainage and sewer systems that would be expected to serve the Thornham Old Road site, which adjoins this proposed development date from the 19th century and are already at full capacity. A recent sewer collapse closed the main Rochdale Road between Oldham, Royton and Rochdale for a week adjacent to this proposed site

Heritage

- Ensure that the design of the scheme preserves or enhances the setting of the listed St John's Church and war memorial.

- Visual amenity and overall aspect of surrounding land, Hamlets and view of the site will change significantly

Other

- A brownfield site has been put forward for inclusion in the allocation boundary, this offers a key opportunity to enhance the deliverability and could come forward within the initial phase, design and function of the wider GMA2 development. This land could deliver in the region of 100 new homes and within the short term, contribute to overall delivery of around 1,000 from this allocation.
- Lack of investigation into other possibilities such as an alternative location for warehousing at junction 22 of the M62 having smaller impact on local community
- Have all the land owners and home owners already agreed to a compulsory purchase? Because the financial rewards will persuade them to support this.
- The industrial manufacturing of farming needs to be taken into account and considered for future growth including dairy pasteurising, bottling and delivering fresh milk daily, using a milk tanker and the fields with sheep in the winter.
- There are fields which are productive, soil classified as 55 ID Newport 1, suitable for cereals, sugar beet, potatoes; this could be valuable especially as we may not be importing much produce from the European Union.
- Raising the awareness of consultation has been poor.

Response to Comments

The site selection paper identifies that Stakehill meets criteria 3 and 5.

The case for exceptional circumstances is set out for the Green Belt proposals as a whole and the specific case for this allocation in the accompanying Green Belt Topic Paper.

The justification for the housing figures are set out Policy GM-H 1 and the support background evidence including the GM Strategic Housing Market Assessment 2020.

The GMSF prioritises the use of brownfield land. However it acknowledges that in order to meet the housing and employment needs selective release of Green Belt is necessary.

Transport analysis contained in the locality assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation.

Objective 9 of the GMSF seeks to ensure that new development is properly served by social and physical infrastructure including schools, health, social care, sports and recreation facilities. Specific criteria is also included in the policy to ensure the proposal delivers the social infrastructure is delivered to meet the needs of new and existing communities.

The policy acknowledges the need to take account of areas of biodiversity in and adjacent to the site and includes the requirement to carry out a project specific habitats regulations assessment. Policy GM-G 9 covers the concept of net gain with respects to Green Infrastructure and biodiversity.

The Integrated Appraisal (IA) identifies that the allocation is within 150m of an existing AQMA. The policy include the need to incorporate appropriate noise and air quality mitigation along the motorway corridors.

The site has been covered by the GM Strategic Flood Risk Assessment which has considered all the allocations in respect of flood risk and water management and no significant issues have been identified.

The policy includes the need to ensure the design of the scheme preserves and enhances the setting of the listed St Johns Church and War Memorial. Heritage and archaeological screening has been untaken by the University of Salford Archaeology Team.

Other concerns raised by consultees are covered by the allocations policy, other GMSF policies or Local Plan policies.

GM Allocation 3: Kingsway South (2,020 comments)

It was felt that the homes proposed do not match the proposed jobs. With regards to highways , there is already congestion around junction 21 and surrounding villages / roads, additional traffic cannot be supported. The need for employment is recognised but it was highlighted that Kingsway Business Park is not at capacity and that there is no clear justification for the demand in new employment. There were also concerns the any additional jobs created will be low paid.

Rather than housing it was felt that the Green Belt would be better used for tourism and farming – with an increased need to produce more food. There are also major concerns raised with the loss of ecology in the area, a loss of identity and heritage and the visual impact on the landscape with the development being in an elevated position and thus being seen for miles. With regards to flood risk and water it was highlighted that the area is in a Groundwater Source Protection Zone and that this needs to be referenced in the policy

Principle / scale of development
• Huge amount of Green Belt loss around this area.
Housing (inc affordable housing)
• Used outdated figures to calculate housing need. • Housing target is above the housing need figure. • Do not support luxury executive homes. Will push people out of the area. • Need low cost, higher density housing on brownfield land. • Urban regeneration should be prioritised with terraced houses developed. • There are sufficient brownfield sites and a high number of empty properties. • Welcome the reduction in housing numbers on the site. • Scale of housing is too low to ensure affordable housing needs are met. Needs to align with employment strategy. • Policy should allow financial contribution towards affordable housing in lieu of off-site provision. Viability should be taken into account. • Will provide a mix of housing to address local need. • No reference is made to the provision of affordable housing.
Employment and Economy
• Objections regarding Kingsway having empty units (as with surrounding estates) and still being developed. The site is not at capacity. • No evidence what the industries will be, that Kingsway South has benefitted the area so far and what the plans are to attract businesses? • Questions regarding the number and type of jobs that will be created? • Warehousing industry is expected to decline. • May free up units such as in Shaw Centre for housing. • Will attract low numbers of low paid jobs. • Do not know what will happen post -Brexit. • Enough employment space already. • The development could assist with employment opportunities. • No vision for the economy. • Business rates will not benefit Oldham. • Area makes sense for commercial buildings. • Opportunity to enhance an established employment site. Will provide much needed employment floorspace. Site is reaching capacity. • Evidence shows there is not enough supply within the North West to meet the market demand for employment.

Tourism:

- Green Belt would be better utilised for tourism with the proximity of Ellenroad Mill.
- Walking tours suggested.
- Newhey Quarry could be a sports adventure site.

Green Belt

- Would like the Green Belt protected.
- Plans will degrade the area. Loss is appalling. Chose to live in this area because of the countryside.
- There will be no green corridor between Oldham and Rochdale.
- The development on Shaw's, Royton and Crompton's Green Belt is disproportionate. Saddleworth been left untouched.
- OPOL's should have been upgraded to Green Belt in the North West of the borough.
- No exceptional circumstances. Economic growth is not an exceptional circumstance. Very little gain.
- The proposed reallocation of the Green Belt includes the football pitches at Cardinal Langley school which are inaccessible to the public.
- Reclassifying recreation areas such as Firgrove playing fields and Queens Park Heywood to Green Belt to appear as if there is less green belt loss is ludicrous.
- Retaining a strategic area of Green belt is a token effort.
- The Green Belt retained is contaminated.
- Identifying so much Green Belt de-designation over a 20-year period is unreasonable, given the uncertainties. Suggest 15-year period.
- Land is used by ridings schools and stables.
- Site is farmland. Plan gives no regard to local farming industry. Will result in loss of employment, displaced families and an increase in food miles.
- Should not protect all greenfield sites automatically – each site should be assessed on its own merits.

Brownfield

- Question whether brownfield land costs too much. Comments that developers are cherry picking land to build high price easily sellable housing, with less cost to build rather than remediating brownfield land.
- Abandoning the mess is not acceptable. Developers should assist with developing brownfield sites.
- Would like to see GMCA push the government for support to remediate contaminated land, to provide funding for infrastructure and to support alternative models of housing delivery.
- Comments requesting that brownfield land, empty properties, mills and town centres are explored. Have a duty to exhaust brownfield sites first.
- There is a high number of empty properties.
- Provide homes by public transport links.
- Question regarding how many homes will be available to older people and people with disabilities. Should be making places dementia friendly.
- The plan should cover 15 years, which would result in a lower housing figure.
- The SHLAA is not a finite supply of land, other plots will become available over time.
- A mix of different sites are required to ensure housing needs are met.

Transport – Highways / Public Transport / Cycling / Walking

- M62, A664 / Elizabethan Way will be more congested.
- Junction 21 through to Eccles is gridlocked.
- Traffic volume and noise through Newhey, Milnrow, Littleborough, Smithy Bridge, Royton and Shaw is excessive.
- Congestion causes delays and stress impacting on mental health and well being.

- Railway crossing is down 15 minutes per hour. Additional cars will add congestion.
- Can feel vibrations from traffic on the B6194.
- Ladyhouse Estate has one access road. If there was an accident emergency services would struggle to access with congestion.
- Kiln Lane and Bentgate Street have issues with school traffic.
- Number of large trucks will increase as well as thousands more cars.
- Request for an independent traffic and transport impact assessment.

Access:
- Policy does not provide detail on the scale and type of improvements required at Junction 21.
- Scale of the allocation is a concern because it gives rise to impacts on an individual and cumulative perspective due to proximity to M62 Junction 21 and the M62 corridor.
- No space on the motorway for more cars.
- Greenhill Avenue and Mossgate Road are not wide enough to cope with increased traffic. Mossgate road is a farmers track and is narrow. Cars struggle to turn onto Rochdale Road.
- Greenhill is a busy cul-de-sac. Would result in a busier road.
- Wagons use Shaw Road / Milnrow Road as a main route.
- Th modified junction from the M62 with additional traffic will increase issues in Milnrown and Newhey.
- Broad Lane is a rural road. It needs new foundations already. Road cannot take further traffic.
- The plan looks as if access will enter a small cul de sac at the back of the park. Access from this road onto Rochdale Road is a blind spot.
- Already accessible.
- Access roads are too narrow.

Road Safety:
- Close proximity of access roads to Newhey County Junior and Primary School.
- More vehicles parking on B6194 will make it more difficult for traffic coming out of the side streets to see the traffic.
- No pavement on Mossgate Road and becomes a single track for farmers only.
- Mossgate Road alleyway would become less safe to use.
- Accidents around Junction 21 of the M62 are regular.
- Crompton School and other schools – no where for parents to pick up from.
- Concern about vibrations from vehicles.

- Active travel:
- GRA3 is an ideal opportunity to create cycle routes linking Shaw and Kingsway. Request to work with Bee Network to ensure that allocation has a safe cycle link to Shaw.
- Cycle paths / recreational routes need to be protected.
- Development requirement 7 – to create safe active routes - these should be greened.

Public Transport:
- Question on how the bus service can be upgraded along the A627.
- Poor transport is poor. Fewer and less frequent buses. Don't run in the evenings or on Sundays. Bus journey times have increased due to congestion.
- Increased capacity and frequency of Metrolink will be needed. The Metrolink is overcrowded.
- Parks and Ride's do not have enough car parking spaces.
- Kingsway Metrolink stop is remote and unsafe to access.

- Can't access Metrolink stops by foot so have to drive adding further congestion. Broad Lane is too dangerous to cycle on.
- Trains don't run on time and are overcrowded.
- No public transport plan / not enough consideration.
- New residents will not be close to train, Metrolink and bus stops.

Physical Infrastructure and utilities

- Need to use green energy, including for public transport.
- Development and supporting infrastructure, including water will require more energy use.
- Renewable energy requires back up by conventional sources.
- Renewable energy can have environmental impacts and associated access roads can attract bikers.
- Against wind farms.
- All new developments should incorporate solar panels or are passive design.
- No regard to cumulative adverse effects on infrastructure. When there will have significant impact on the demand for water, gas, electricity and telecommunications.

Social Infrastructure

- Will overwhelm infrastructure.
- No specific plans for infrastructure expansion such as schools and health facilities and associated staff. Children will be expected to travel further.
- Have to wait weeks for an appointment currently. At full capacity.
- Schools are oversubscribed.
- Travel far already for a dentist.
- Ageing population will mean that access to health care will be even more important.
- Recent developments have not contributed towards health infrastructure.
- Need good schools to attract high paid people.
- Question whether hospitals would cope.
- Sufficient community facilities needed. Lack of leisure facilities already and poor health facilities.
- Pressure on social services and policing.
- Question regarding where accessible food shops will be located.
- Request for legally binding agreements to ensure infrastructure is delivered.

Environmental – Green Infrastructure, Biodiversity, open space

- Impact on wildlife raised, including rare species. Includes Site of Biological Importance (SBI).
- Need area for food sources.
- Different types of species listed. Over 1000 species present on site.
- Not an environmentally friendly plan.
- Increased traffic and pollution, as well as loss of green belt, affects wildlife.
- UK has biggest decline in hedgehog populations since records began. Hedgehogs need hedges.
- Request for trees and shrubs to be planted on the south side of the M62.
- Plan will weaken climate change and go against Northern Forest Plan and Natural Capital Committee Plans.
- Public Right of Way would be impacted upon.
- Net gains can be applied to green infrastructure, deciduous woodland and protected species.

Landscape:

- Site topography means that the development would be very visible.
- Impact on setting will have unacceptable impact.

- Existing Kingsway Business Park units are unsympathetic to the surrounding environment. Proposed development would be the same.
- Will not be possible to minimise the development's visual impact.
- Site is currently beautiful with unique landscape.

Open space:

- Large green spaces are needed for long walks, including for dog walkers, horse riders and runners. Need access to recreation and accessible green belt. Will not feel like the countryside.
    - Question regarding where children will play?
    - Need for Local Green Spaces.
    - Loss of green space will impact on mental and physical well being. Poor health around the site area. Exercising outdoors is important.

Air Quality

- Worsened air quality will be concentrated in one area.
- High pollution levels already. Further development will exasperate this.
- Will increase miscarriages, deaths and asthma and other illnesses.
- Warehouses will bring large polluting vehicles.
- Questions on how we will be a carbon neutral city and how plans conform with Clean Air Plan.
- Worsened air quality will add to NHS pressures.
- Request for independent air quality impact assessment.
- Want evidence of how mitigation measures will work.
- Recommendation for substantial woodland buffers.
- If mitigation fences are installed they will end up covered in graffiti.

Flood risk

- Land to the south of the Beal is a flood plain.
- Area has flooded previously.
- No flood mitigation plans.
- Want an assessment of the impact of flooding.
- Will lead to increased flood risk elsewhere.
- Impacts on education when schools are shut due to floods.
- Land previously contained a reservoir and quarries.
- Issues raised with flood risk from surface water and sewer flooding.

Water supply / quality:

- Flow of water to minor watercourses is important. Concerned about water being drained away from Stanny Brook, removing its environmental contribution.
- Area is within a groundwater source protection zone 2 for a public water supply abstraction. Records of private supplies too. Policy must ensure development considers the vulnerability of the land and propose suitable mitigation measures to reduce risk of pollution. Policy wording recommended. Planning applications will need hydrological assessments.
- Amended wording recommended for enhancing the River Beal as part of the overall green infrastructure strategy for the site.

Heritage

- Buildings of historical interest at land at Burnedge.
- Suggest maintaining a band of Green Belt either side of the unadopted lane (by Burnage) to prevent urban sprawl and to protect the heritage sites in the area.
- Whitfield dairy is a place of historical interest.
- Concern over impact on heritage and sense of place / loss of identity.

Other
• Question whether the mine shafts are not in this area. • Request that consideration is given to the possibility of gases present in the disused mines. • Air, noise and light pollution. • Link between 'excess development' and higher crime rates. • Significant comments on the consultation regarding inconsistency with viewing the concept plans, the presentation of the plan making it difficult to find the proposed allocation, feelings that the consultation did not meet the Statement of Community Involvement and not taking on board the feedback from the 2016 consultation. • Not enough hard facts. • The plan does not link with the plans of surrounding authorities – i.e. Lancashire and Cheshire. • Letters of support from Landowners. Sites are available, suitable and achievable.
Response to comments: GMSF 2019 Policy GM Allocation 3 Kingsway South has been removed and is not proposed as a strategic allocation in GMSF 2020. Instead, Policy GM-Strat 7 North East Growth Corridor identifies High Crompton Broad Location. The indicative location, which only covers that part of the former GM Allocation 3 Kingsway South which falls within the Oldham Boundary is identified on the GMSF 2020 Key Diagram. High Crompton Broad Location will remain in the Green Belt until such time that a review of the GMSF and / or the Oldham Local Plan can demonstrate that it is fully justified. The opportunity presented by the High Crompton Broad Location would serve to meet future employment and housing needs and demand of businesses and local communities in this part of the conurbation well beyond the end of the plan period. Well designed, sustainable development at High Crompton Broad Location would diversify further the employment and housing offer in Oldham by ensuring truly inclusive growth could be achieved which would help to reduce further the levels of deprivation and poverty

3.2.2. Strategic Allocations in Bolton

There are 3 allocations in Bolton and these received 415 comments in total.

GM Allocation 4: Bewshill Farm (69 comments)

There was some support for this allocation due to it being a natural extension of the Logistics North employment site. The main issues raised as objections are the loss of green belt, especially with adequate vacant brownfield sites able to accommodate employment, increased traffic, flood risk and pollution, decline in wildlife habitats and reduction of green spaces leading to poorer mental health.

There were particular recommendations including stronger references regarding Sustainable Drainage Systems and Green Infrastructure. There was also particular reference to the loss of grade 3 farmland and reference to the inclusion of a safe, accessible, sustainable transport scheme as part of the policy.

Suggested alternative strategies include various ways of protecting the green belt such as identifying brownfield sites to accommodate employment, filling unused industrial units at Logistics North and Wingates, reducing the plan period so that there is sufficient supply, and the provision of high-quality landscaping for stronger protection and buffering of the Cutacre Brook Site of Biological Importance

Principle / scale of development
• The proposals are not based on factual and recent data regarding the amount of warehousing spaces and homes required in the area.
Employment and Economy
• Westhoughton has too much industrial development.
Green Belt
• Concern over the loss of green belt land for employment sites. • Industrial development will encroach on the countryside. • Developing on green belt means the air quality will suffer and as a result, we will not be giving future generations a greener city.
Brownfield
• Adequate brownfield sites are available to accommodate employment provisions.
Transport – Highways / Public Transport / Cycling / Walking
• Development will increase heavy traffic into the area, which will worsen the existing congestion. • The potential considerable increase in HGVs via the M61 and A6 and other commuting traffic due to the proposals would disrupt existing neighbourhoods. • There should be safe, accessible and sustainable transport included as part of the policy.
Physical Infrastructure and utilities
• Existing infrastructure cannot cope with new developments. Infrastructure will need to improve before any further units are built. • Allowing development on green belt land will require digging up to provide power, internet and sewage systems. This will lead to delays on the road network, which will affect existing businesses and possibly lead to reduction in revenue.
Environmental – Green Infrastructure, Biodiversity, open space

- Concern over decline in wildlife and habitats due to green belt loss.
- The reduction in green spaces will lead to poorer mental health.
- Development will cause a loss of grade 3 farmland, which will harm the rural economy.
- No reference to the Cutacre Brook, which flows through the middle of Bewshill. Landscaping should buffer the green infrastructure to the east and west and ensure biodiversity gain. It should buffer Cutacre Brook SBI and amphibian populations to the south of the proposed allocation.

Air Quality

- Concern of increased pollution, particularly that Bolton and Farnworth have the 10th highest admission rates into hospital and are the 50th most congested in EU.
- The Council should take responsibility for pollution from such developments.
- Development will cause more light and noise pollution.

Flood risk

- Concern over increased flood risk as development will reduce natural drainage.
- There is no reference to the use of Sustainable Drainage Systems (SuDS).

Other

- Some support for the allocation as it is a natural extension of the Logistics North employment site.

Response to comments

Policy GM-P4 covers the requirement for additional industrial and warehousing sites to meet the overall identified need which is evidenced by the districts' strategic employment land availability assessment and the Employment Land Demand Paper.

Policy GM-G 10 defines the need to deliver the positive long-term outcomes of the GM strategy as exceptional circumstances which justify the strategic altering of the GM Green Belt, with justification set out in the Green Belt Topic Paper. Policy GM-Strat 6 states that the release of Green Belt in 'Northern areas' of GM to boost economic opportunities is required.

The site selection topic papers cover the criteria for site selection which have been informed by the objectives of the GMSF. The selected sites meet site selection criteria 3 to maximise existing economic opportunities.

The Stage 2 Greater Manchester Green Belt Study provides an assessment of the impact on the Green Belt resulting from the allocation and the overall harm to Green Belt purposes from the release of land.

Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any addition traffic generated by the proposed allocation. Policies GM-N4 and GM-N5 cover the requirement for development to make a positive contribution to the quality of place and support high levels of walking, cycling and public transport.

Policy GM-D 1 covers the plan to work directly with infrastructure providers to ensure that investment plans are consistent with the GMSF.

Policy GM-Strat 13 states that the protection and enhancement of green infrastructure assets will be complemented by a suite of policies enabling GM's residents to access and maximise the benefits of GI on health and wellbeing.

Policy GM-E 6 requires new development which requires an EIA to be supported by a Health Impact Assessment also.

Policy GM-G 9 states that across the plan a net enhancement of biodiversity sources will be sought, and will follow the hierarchy of avoiding harm, mitigation and compensation. The policy also states that the best and most versatile agricultural land will be safeguarded.

The Identification of Opportunities to Enhance the Beneficial Use of the Green Belt report identifies Cutacre Brook as a biodiversity and wildlife corridor.

Policy GM-S 2 states the aim of delivering a carbon neutral Greater Manchester no later than 2038.Policy GM-S6 sets out a range of measures which will be taken to support improvements in air quality. Policy GM-N4 also requires the mitigation of the impacts of air and noise pollution and carbon emissions from road transport. Paragraph 180 of the NPPF covers the requirement of development to limit the impact of light pollution on local amenity and intrinsically dark landscapes.

Policy GM-S 5 requires developments will be located and designed to minimise the impacts of current and future flood risk, and to use sustainable drainage systems. The GM Strategic Flood Risk Assessment (SFRA) covers issues of flood risk and sustainable drainage system.

GM Allocation 5: Chequerbent North (77 comments)

The main issues raised as objections are traffic concerns, specifically at the already congested Chequerbent roundabout, increased flood risk and noise and air pollution, loss of green belt, especially with adequate vacant brownfield sites able to accommodate employment, decline in wildlife habitats, removal of farmer's livelihoods and reduction of green spaces leading to poorer mental health. There are also numerous references to Bolton's Allocations Plan up until 2026, where the Planning Inspectorate determined there to be no need for further Green Belt amendments.

There was some support highlighting the key strategic location of the Wigan-Bolton growth corridor. There were recommendations including the need for stronger references regarding Sustainable Drainage Systems , the protection and enhancement of the watercourse network and the requirement to deliver a net gain as part of the strategic approach to site delivery. There was objection due to the loss of grade 3 farmland and reference to previously rejected allocations.

Suggested alternative strategies include various ways of protecting the green belt such as identifying brownfield sites to accommodate employment, filling unused industrial units at Logistics North and Wingates, reducing the plan period so that there is sufficient supply and ensuring net biodiversity gain by protecting Chanters Brook.

Principle / scale of development
• In Bolton's Allocations Plan, the Planning Inspectorate determined there to be no need for further Green Belt amendments. • Proposed development would mean no natural separating nearby communities, which would lead to urban sprawl. • The Government target the development is based on was estimated prior to Brexit and is not based on factual data regarding the amount of warehousing spaces and homes required in the area. • Concern over the loss of green belt in Bolton for an employment site.
Employment and Economy
• Oppose the loss of grade 3 farmland, which should be protected for future generations. • No need for further employment allocations when there are derelict sites on Wingates Industrial Estate. • Most of the jobs that will be created on this site will be low paid jobs and will not contribute to creating a prosperous economy in Bolton.
Brownfield
• There are enough brownfield sites available to accommodate the amount of employment land required without the loss of green belt. • Need to identify all brownfield sites and reassess criteria for deliverability.
Transport – Highways / Public Transport / Cycling / Walking
• The traffic in and around Westhoughton and M61 junction 5 is gridlocked and traffic backs up onto the motorway. The proposals will only increase traffic along Logistics North and Wingates expansions. • The Chequerbent roundabout already takes some 4000 cars per hour. The congestion at the roundabout will only get worse with increased traffic as a result of the proposed development. • The outlined plans will bring an increase in the number of HGVs using existing roads, which will create more congestion and air pollution. • Cyclists' ability to travel efficiently and safely amongst the congestion will be impacted by the proposals.

Environmental – Green Infrastructure, Biodiversity, open space
• With a decline in wildlife and habitats, we need to ensure some net biodiversity gain. • The proposals would mean a reduction of green spaces leading to poorer mental health. • Stronger references required regarding Sustainable Drainage Systems (SuDS), the protection and enhancement of the watercourse network and requirement to deliver a net gain as part of the strategic approach to site delivery. • The proposals would cause substantial harm to green belt and encroachment onto the countryside. • There is no mention of the Mill Dam stream, which runs through the site that flows into Main River of Chanters Brook.
Air Quality
• Proposed development would bring about high levels noise and air pollution along the M61 Corridor. This will only worsen due to the increase of HGVs/traffic. • More light pollution will result from development.
Flood risk
• Concerned about the increased flood risk these proposals could bring about. • There is no reference to Sustainable Drainage Systems (SuDS) within this strategic allocation.
Other
• We should not be extracting coal. • The proposals will make the area more built up and claustrophobic and could lead to further development on the other side of the A6, on the remaining green space between Atherton and Westhoughton.
Response to Comments The site selection topic papers cover the criteria for site selection which have been informed by the objectives of the GMSF. The selected sites meet site selection criteria 3 to maximise existing economic opportunities. Policy GM-G 10 refers to the need to deliver the positive long-term outcomes of the GM strategy as exceptional circumstances which justify the strategic altering of the GM Green Belt which are set out in the Green Belt Topic Paper. Policy GM-P4 covers the requirement for industrial sites which is evidenced by the strategic employment land availability assessment and the Employment Land Demand Paper. Policy GM-G 9 also states that the best and most versatile agricultural land will be safeguarded. Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any addition traffic generated by the proposed allocation. The Chequerbent North allocation policy states a financial contribution will be provided to mitigate impacts on the Local Road Network including improvements to Chequerbent roundabout or other improvements identified through a transport assessment. The allocation policy also states that development will be required to provide good quality access to the site by motor vehicle, public transport, walking and cycling. Policy GM-G 9 states that across the plan a net enhancement of biodiversity sources will be sought, and will follow the hierarchy of avoiding harm, mitigation and compensation. Policy GM-E 6 requires new development which requires an EIA to be supported by a Health Impact Assessment also. Policy GM-S 5 covers the policies to minimise the impacts on flood risk and sustainable drainage systems. The allocation policy requires high quality landscaping, with trees and hedgerows along eastern boundary retained for screening. The Identification of Opportunities to Enhance

the Beneficial Use of the Green Belt report identifies Mill Dam stream as a key water network biodiversity and wildlife corridor. The document outlines the opportunity for green infrastructure enhancements to improve the status of the water from 'Moderate' to 'Good' through active interventions.

Policy GM-S 6 sets out a range of measures which will be taken to support improvements in air quality. Paragraph 180 of the NPPF covers the requirement of development to limit the impact of light pollution on local amenity and intrinsically dark landscapes.

Policy GM-S 5 requires developments will be located and designed to minimise the impacts of current and future flood risk, and to use sustainable drainage systems. The GM Strategic Flood Risk Assessment (SFRA) covers issues of flood risk and sustainable drainage system.

GM Allocation 6: West of Wingates (144 comments)

The main issues raised as objections are traffic concerns, increased flood risk and noise and air pollution, loss of green belt for employment use especially with vacancies on the current Wingates Industrial Estate, the negative effect on rare wildlife and Borsdane Wood Site of Biological Importance, negative effect on neighbouring properties, loss of recreational space and reduction of green space leading to poorer mental health. There are also numerous references to Bolton's Core Strategy and Allocations Plan up until 2026, where the Planning Inspectorate determined there to be no need for further Green Belt amendments. There were recommendations to include stronger references regarding SUDs, the protection and enhancement of the watercourse network, the approach of historic landfill sites within the allocation and the requirement to deliver a net gain as part of the strategic approach to site delivery (as do Natural England). CPRE object due to pressure on Borsdane Wood SBI.

There was submission of an alternative development area of 172ha, compared to GM Allocation 6, which is 184ha, although the alternative site runs along the A6 beyond the Junction 6 roundabout. Other broader alternatives include various ways of protecting the green belt such as identifying brownfield sites to accommodate employment, filling unused industrial units at Logistics North and Wingates, reducing the plan period so there is a supply and spreading the employment allocations more evenly down the A6 to reduce environmental impact. As well as the alternative boundary there was suggestion to amend wording to reflect opportunities for small to medium sized businesses.

Principle / scale of development
• Concern that the units will be considered to be bigger than Whistl at Logistics North. • There would be no natural break from other nearby communities creating an urban sprawl.
Employment and Economy
• Warehousing offers very little to the local community in terms of employment, and even the ones that do employ people such as Amazon employ people on minimum wage or below. • B2 and B8 employment can be accommodated on brownfield land and exceptional circumstances are not justified for Green Belt release. • Reduce economic ambition to more realistic levels, which do not require releasing Green Belt land.
Green Belt
• Concern over loss of green belt for employment use, especially with vacancies on the current Wingates Industrial Estates. • Green Belt should remain in its entirety for future generations of people and wildlife. • Development will set a precedent for applications for development on remaining green belt around Wingates, Fourgates and Dicconson Lane. • The proposed additional Green Belt areas of Ditchers Farm and Horwich Golf Club do not justify the loss of Green Belt in Westhoughton. • Farmland should be protected for future generations' food security.
Brownfield
• There are alternative brownfield sites nearby that could be used instead.
Transport – Highways / Public Transport / Cycling / Walking
• Concerns over increased traffic congestion due to increased workforce. • Dicconson Lane is need of desperate repair, mainly driven from the constant movement of large vehicles in and out of Wigan.

- Concern over the addition of new road from Hilton House towards the town centre, which means Wingates will be sandwiched between three roads and will increase congestion.
- There are poor transport links with the M6.
- Development of the new link road does not solve the problem of crossing the A6 to get to the M61.
- Impacts the use of the area for walking and cycling and horse riding.
- Concern over the proposal to construct a new bypass that connects to the Bowlands Hey residential development and therefore implies it will be constructed on the Golf Club's property. Development planned on the surrounding areas will affect the Golf Club, especially with this area not being allocated for Green Belt.

Physical Infrastructure and utilities

- Negative impact on neighbouring properties.
- Sewerage pipes in this area are not sufficient to cope with the extra volume, which would come down Dicconson Lane area.

Social Infrastructure

- Loss of green belt and development will lead to the loss of recreational space.

Environmental – Green Infrastructure, Biodiversity, open space

- Proposed development would have a negative effect on rare wildlife in the area.
- Would cause significant access and disturbance to Borsdane Wood.
- It would affect historic hedgerows and many mature trees.
- Removal of green spaces will affect mental health of local residents.
- Watercourses that flow across the site which drain into the catchment of Borsdane Brook should be protected and enhanced as part of the Green Infrastructure Strategy.

Air Quality

- Noise, air, and visual pollution have all been raised as concerns.
- Physical and mental well-being of local residents will be impacted by traffic related pollution.
- Increased poor air quality will affect resident with asthma, particularly children. This will be made worse by traffic queueing on the M61.
- Significant scientific evidence to indicate that Nitrogen Oxide emitted by diesel is responsible for as much as one in ten cases of Alzheimer's in people living near busy roads.

Flood risk

- Increased flood risk as open grassland, which will be developed on- has the benefit of natural drainage.

Heritage

- Character of the area will be "destroyed", as Westhoughton has had its fair share of development and rapid expansion.
- Industrial spread will negatively affect the beauty and views of Rivington.

Other

- A huge industrial area does not respect the landscape qualities, despite policy to respect the distinctive landscape qualities of M61 Corridor.
- Planning Inspectorate for Allocations Plan up to 2026 says there is no need for further amendments to the Green Belt beyond those at Cutacre.
- It is logical to expand the Wingates estate in this location, which benefits from good motorway access. However, we need to improve amenities such as medical care to local facilities, specifically school.

Response to comments

The Stage 2 Greater Manchester Green Belt Study provides an assessment of the impact on the Green Belt and the purposes of including land within it.

Policy GM-P4 covers the requirement for industrial sites which is further evidenced by the strategic employment land availability assessment and the Employment Land Demand Paper.

The site selection topic papers cover the criteria for site selection which have been informed by the objectives of the GMSF. The selected sites meet site selection criteria 3 to maximise existing economic opportunities.

Policy GM-G 10 refers to the need to deliver the positive long-term outcomes of the GM strategy as exceptional circumstances which justify the strategic altering of the GM Green Belt which are set out in the Green Belt Topic Paper. Policy GM-Strat 6 states that the release of Green Belt in 'Northern areas' of GM to boost economic opportunities is required.

The allocation will provide sites for future employment development which address an identified need in Greater Manchester. No evidence that this will set a precedent for employment on unallocated Green Belt sites where different policies apply
.
Policy GM-G 9 also states that the best and most versatile agricultural land will be safeguarded.

Policy GM-P4 requires the release of some Green Belt in order to meet GM's future development requirements and increase the supply of high quality sites which can compete for investment on a larger scale.

The Greater Manchester Spatial Framework Transport Study sets out the evidence and strategic interventions for GM's transport system in relation to the strategic direction set out in the 2040 Transport Strategy.

The West of Wingates allocation policy states that a good quality access road will be provided, allowing a link from the A6 to Westhoughton. The policy states that development will take advantage of the site's location near Junction 6 of the M61 whilst making sure that it has no significantly adverse effects on the motorway or other surrounding roads. The policy also requires financial contributions to the enhancement of the highway network public transport, cycling and walking or other improvements identified through a transport assessment. The allocation policy also states that the integrity of the extensive network of existing rights of way will be protected. The route of the bypass extending southwards across Bowlands Hey cannot be defined until further feasibility work is completed and then if appropriate a preferred route identified. Therefore, at this stage it cannot be established whether the golf club will be impacted.

Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any addition traffic generated by the proposed allocation.

Policy GM-D 1 covers the plan to work directly with infrastructure providers to ensure that investment plans are consistent with the GMSF proposals.

Policy GM-G2 outlines the requirement to protect, manage and enhance Greater Manchester's Green Infrastructure, including promotion of active travel and recreational opportunities. Additionally, Policy GM-E 7 requires sport and recreation facilities to be protected and enhanced.

Policy GM-G 9 states that across the plan a net enhancement of biodiversity sources will be sought, and will follow the hierarchy of avoiding harm, mitigation and compensation.

The allocation policy covers protection of the Site of Biological Importance at Four Gates from development, combined with very high levels of landscaping and retention of existing woodland, hedgerows and ponds where practicable to minimise visual and environmental impacts.

Policy GM-G 2 states that a strategic approach will be taken to the protection, management and enhancement of Greater Manchester's Green Infrastructure. Policy GM-G 7 states that authorities will deliver the aims and objectives of the GM Tree and Woodland Strategy aiming to protect and enhance woodland.

The Identification of Opportunities to Enhance the Beneficial Use of the Green Belt report identifies Borsdane Brook as a biodiversity and wildlife corridor. The document outlines the opportunity for green infrastructure enhancements to improve the status of the water from 'Moderate' to 'Good' through active interventions.

The allocation policy states that development will be required to take into account the effects of air and noise pollution, and ensure there is no undue adverse impact of light, air and noise pollution for the development's associated operations.

Policy GM-S 6 sets out a range of measures which will be taken to support improvements in air quality, and Policy GM-N 4 requires the mitigation of the impacts of air and noise pollution from road transport.

Policy GM-S 5 requires developments will be located and designed to minimise the impacts of current and future flood risk, and to use sustainable drainage systems. The GM Strategic Flood Risk Assessment (SFRA) covers issues of flood risk and sustainable drainage system.

Policy GM-Strat 6 states that development in this location on land released from the Green Belt will identify opportunities to protect and enhance the natural and historic environments to improve the local character.

The allocation policy covers the requirement for development to incorporate high levels of landscaping and retention of existing features to minimise the visual impacts on the wider landscape.

Further comments on the overall proposals for Bolton, including strategic transport interventions (125 comments)

Principle / scale of development
• Too much development in Westhoughton. Bolton council has no interest in the residents of Westhoughton. They are just concerned with getting more business rates from large companies, regardless of the impact for local residents. • GMSF doesn't increase the supply of deliverable land and therefore additional land needs to be made available. • The overall strategy focuses on boosting significantly the competitiveness of the northern parts of Greater Manchester, yet the strategy should also focus on delivering developments in the northern areas which are attractive to the market, of high quality and are aspirational. • Strategic policies for economic development and housing are not aligned, with the housing requirement adopting a minimum assessed need and not meeting the needs to deliver its ambition to become a top global city. • Although the GMSF seeks to boost the competitiveness of the north, the housing requirements don't reflect the aspiration. Bolton's housing requirement falls below the minimum housing requirement established using the standard calculating method and is instead relying on apartment-focused developments in Manchester and Salford. • GM needs a land-use plan that enables development and acts as a guidance for future local plans – the current draft of the GMSF does not do this.
Housing (inc affordable housing)
• In favour of the removal of Hulton Park site for housing. • Housing in town centres encourages the use of public transport and cycling and reduces reliance on cars. • Concern over the impact of immigration trends on housing demands and the inflating house prices. • The affordable housing proposed cannot be achieved if the affordable housing figure remains at 201,000. Financial contributions should be made towards affordable housing in lieu of on-site provision to provide the mix of housing for local needs. • There is an over reliance on apartment in the housing supply. • Concern that high-density standards through the set criteria are too high and are not achievable. • Future development needs cannot be reasonably found without a review and release of Green Belt at this stage – an approach consistent with National Planning Policy Framework.
Employment and Economy
• Westhoughton has more than enough industrial land • The employment sites in Bolton are all proposed along the west of the M61, which leaves a great proportion Bolton lacking a strategic focus and opportunities for growth.
Green Belt
• Too much green belt is being lost in Bolton- green belt must not be built on. • Misleading of Bolton Council to state it protects green belt from housing in regional plan, when it is proposing building one of Europe's largest industrial sites on green belt land. Building industrial developments on green belt is worse than housing. • Pleased that Green Belt is no longer allocated for residential development. However, concerns that forecasts for economic growth is over-optimistic and the demand will not be as great as what is allocated. Green Belt release should be on a phased approach and only after Brownfield sites have been used first. Concerned impact on local transport and infrastructure should be completely adequate to accommodate increased traffic.

- In favour of the proposal to create a new green belt addition at Horwich Golf Club identified as LU02 which meets the standards of the National Planning Policy Framework and supported by the LUC report.
- Support for the admission on Knowles Farm as Green Belt admission. The land adjoins green belt and makes a natural fit.
- Objection to use of Green Belt land. Green Belt allocations can be deleted by:
    - Making a strong case for using lower housing target figures
    - Reducing economic ambitions to realistic levels
    - Utilising more brownfield sites and reassessing criteria for deliverability
    - Aiming for a shorter plan period.
- Greater Manchester Green Belt plan no longer serves the Green Belt purposed set out in the National Planning Policy Framework. GMSF must therefore take the opportunity to address those issues or make it explicit that plans should be allowed to be changes in non-strategic plans such as local plans and neighbourhood plans.
- The tight Green Belt around North Bolton prevents development in a very sustainable location of C2 and C3 housing. There is strong demand for C2 accommodation in a location convenient to shops and services, but no sites are available because of a restrictive green belt.
- There is a need to release Green Belt land for housing development, in order to meet future housing needs.

Brownfield

- Bolton is one of the most industrial areas of Manchester in the past, there has to be alternatives, or is it a fact that it costs too much to use brownfield sites?
- There is enough brownfield site available in Bolton to accommodate the same amount of land without releasing green belt.
- Concern that brownfield land is the only focus to deliver a five-year supply. Strategy should be amended to 'support and encourage' brownfield re-use as opposed to making it a priority.
- In favour of the focus on urban brownfield sites for housing

Transport – Highways / Public Transport / Cycling / Walking

- More information required regarding the road linking Westhoughton to A6. Who will fund the up keep of current roads with increased traffic, will council tax be raised? Will HGV traffic be restricted from using this route?
- M61 and M60 are already congested, policies need to consider this.
- Support for the electrification of the Bolton to Manchester line, making Bolton TC more accessible. Suggest this should happen to the Bolton-Wigan line, but recommendation that the timescale is shortened to deliver the benefits ASAP.
- Bolton has the 3rd largest population in GM, so the Metrolink should be extended to Bolton.
- Metrolink proposals aren't enough to provide capacity and efficiency to bring Bolton and Wigan in line with other areas of Manchester. Metrolink plans need to be fast-tracked, specifically on the Atherton Lane, which would serve Daisy Hill station. Need to increase frequency of services from Westhoughton into Manchester. Metrolink should link to Bolton Town Centre.
- Better access into and out of the town centre is required from most districts in Bolton. Not more relief roads or bypasses but improved cycle paths, car share initiatives and encouraging people to walk or cycle on shorter journeys and use public transport for longer journeys.
- Wigan Council are preparing a further 700 houses at Gibfield which is on the boundary of Westhoughton. In addition to the proposed warehousing sites in Bolton, this will further impact the traffic problems in the area, specifically Chequerbent Roundabout.

- Support – The Bolton area is markedly less developed than other more congested and polluted areas of Greater Manchester and can absorb the associated higher levels of transport density.

Physical Infrastructure and utilities

- Infrastructure cannot deal with development, traffic would be hazardous.
- Infrastructure and investment don't come with development.

Environmental – Green Infrastructure, Biodiversity, open space

- Not government body has checked the translocation of species.
- Strongly object to GMSF supporting golf course. This would remove 23 acres of mature trees and 3km of hedgerow, devastating wildlife habitat.
- It's been revealed that Bolton is a hotspot for breeding swifts. Swift populations the UK declined by 51% between 1995 and 2015. Therefore, new homes for swifts with internal nesting bricks need to be provided.
- Map doesn't clear show the priority green infrastructure areas. There is limited justification as to why these areas have been selected and the policy does not account for how development can improve green infrastructure.

Air Quality

- The development envisaged in this area over-emphasised the destructive freight and logistics industries which will imperil the GMCA's strategies on Clean Air and Carbon Emissions.
- Council should take responsibility for the impact of pollution.
- Should not require more stringent carbon emission reduction targets than those required by Building Regulations. Any GMSF policy must not place burdensome requirements that impact viability and deliverability.

Other

- Should not be extracting coal
- Development should be aspirational – much of Westhoughton's modern housing is of poor quality through poor street and housing design. Open Space and local facilities should be incorporated into design.

Response to comments

The site selection topic papers cover the criteria for the location of development sites which have been informed by the objectives of the GMSF, with selection criteria 3 to maximise existing economic opportunities. The Locality Assessment also provides justification for site selections in terms of the transport system.

Policy GM-Strat 6 sets out the measures to provide a good supply of high quality development sites and major transport improvements to support greater competitiveness in northern parts of Greater Manchester.

Methodology for calculating Local Housing Need is set by the government and deviation from this can only be justified in exceptional circumstances, and the justification for the housing figures is covered in the Housing Topic Paper. There is no equivalent methodology in terms of economic growth and this approach is based on the economic forecasting work set out in the Employment Land Demand Paper.

The GMSF provides the strategic plan for the city-region and once adopted will form part of each Greater Manchester authority's development plan. Districts will continue producing Local Development plans with more detail reflecting local circumstances. The evidence that underpins the GMSF will also inform district level plans.

The Greater Manchester Strategic Housing Market Assessment provides an assessment of the need for housing in Greater Manchester and sets out evidence to inform overall

housing requirements for the conurbation and individual local authorities. This covers market and affordable housing.

Policy GM-H 2 states the provision of affordable housing will be supported either on-or off-site as part of developments, with locally appropriate requirements being set by each local authority.

Policy GM-H 4 states the requirement for increasing the average density of housing developments will contribute to a number of GMSF objectives. Housing densities will be based on the site location and in some cases site specific or housing market issues.

The site selection topic papers cover the criteria for site selection which have been informed by the objectives of the GMSF. The selected sites meet site selection criteria 3 to maximise existing economic opportunities.

Policy GM-G 10 sets out the exceptional circumstances which justify the strategic altering of the GM Green Belt. The justification for this is set out in the Green Belt Topic Paper.

The Housing Topic Paper provides the justification for Bolton's housing requirement which is based on national guidelines for calculating housing need.

Policy GM-P4 covers the requirement for additional industrial and warehousing sites as the existing supply is insufficient to meet the overall identified need, which is evidenced by the districts' strategic employment land availability assessment and the Employment Land Demand Paper.

Policy GM-Strat 14 outlines the requirement for a sustainable and integrated transport network in Greater Manchester and an ambitious programme of investment in the transport system. The Greater Manchester Spatial Framework Transport Study sets out the evidence and strategic interventions for GM's transport system as a whole and in relation to the strategic direction set out in the 2040 Transport Strategy.

The Locality Assessments identify necessary mitigation to accommodate additional traffic generated by the proposed allocations. The site specific allocation policies also provide details of interventions in the transport system.

Policies GM-N4 and GM-N5 cover the requirement for development to support high levels of walking, cycling and public transport.

Policy GM-D 1 covers the plan to work directly with infrastructure providers to ensure that investment plans are consistent with the GMSF.

Policy GM-G 9 sets out the net enhancement of biodiversity resources being sought across the plan as a whole, and includes measures to achieve this.

Planning permission for the golf course at Hulton Park was granted by the Secretary of State in July 2020, its implementation being dependent on a successful Ryder Cup bid for 2030 or 2034. In reaching this decision the Secretary of State considered all relevant factors such as very special circumstances and the effects on the existing woodland and listed park.

Policy GM-G 2 sets out the strategic approach to the protection, management and enhancement of GM's Green Infrastructure, and identifying key opportunity areas for its improvement. The report on the Identification of Opportunities to Enhance the Beneficial

Use of the Green Belt also gives place specific opportunities to enhance Green Infrastructure.

Policy GM-S 2 states the aim of delivering a carbon neutral Greater Manchester no later than 2038.

Policy GM-S6 sets out a range of measures which will be taken to support improvements in air quality. Policy GM-N4 also requires the mitigation of the impacts of air and noise pollution and carbon emissions from road transport.

Policy GM-H 3 states that innovation in housing will be supported where it is consistent with principles of good design and local distinctiveness. More policy will be determined through district local plans, masterplans and other guidance to reflect local circumstances

3.2.3. Strategic Allocations in Bury

There are 3 allocations in Bury and these received 1,909 comments in total

GM Allocation 7: Elton Reservoir Area (690 comments)

The main issues raised as objections are transport concerns; specifically as the proposed link road exits onto existing roads which are already at capacity and the Metrolink is also overloaded, disproportionate loss of Green Belt which would merge Bury and Radcliffe, concern at distances between existing and proposed properties, loss of major recreational asset for area and impact on health and wellbeing, loss of important ecological resource, concern over flood risk and sewerage capacity, loss of greenspace and key ecological assets, impact on industrial heritage and loss of working farms. There was also a particular concern regarding the impact on social infrastructure and the need to replace lost facilities in Radcliffe.

It is noted that there is potential for the allocation to give rise to traffic impacts on the Strategic Route Network at Junction 17 M60. It is highlighted that a Level 1 and 2 Strategic Flood Risk Assessment is required and note that residual risk must be considered appropriately. It is flet that biodiversity gains would not mitigate the loss of key species. Alternative strategies suggested include increased densities to reduce Green Belt loss and brownfield sites in town centres being used first. It was pointed out that villages surrounding Radcliffe are dying and would benefit from strategic infill and connection to new infrastructure such as a circular bus service could connect both existing and future residents to Metrolink stops.

Principle / Scale of development
• Object to the scale of development in this area. Growth should be evenly distributed across the Borough and throughout the six towns. • Object to losing one of the last remaining accessible greenspaces in a lower socio-economic area. • There is poor land stability and mineshafts on-site. • Question the relationship between the Council and developers. • Development should be focused on the southern area close to Derby High School and the new Coney Green High School. • Villages surrounding Radcliffe are dying and would benefit from infill development and connection to new infrastructure. • This is a site of strategic significance that will make a considerable contribution to housing supply, is accessible to surrounding towns and well connected to existing infrastructure.
Housing
• There is too much proposed housing density • Proposed housing will not meet the needs of over 65s. • Proposed housing will not be affordable. • Concerned about the distances between existing and proposed properties. • There is not enough proposed housing density, which will result in a need to develop on Greenfield land. • It is a deliverable site with no constraints that cannot be addressed through careful master planning.
Green Belt
• Disproportionate loss of Green Belt, which would merge Bury and Radcliffe. Has key functions in halting urban sprawl, sheltering wildlife, growing food and providing tranquillity.

- Retained Green Belt insufficient. Unsure why it includes reservoirs and a crematorium. Additions can never compensate.
- Exceptional circumstances exist in which Green Belt loss can be acceptable and efforts to minimise this are welcomed.

Brownfield

- There are many brownfield sites in Radcliffe which if used would aid regeneration and improve footfall.

Transport

- There would be an impact on local roads and the wider network, particularly in Radcliffe, where the proposed link road exits onto these roads.
- There would be an impact on Bury Bridge/Bury New Road (some of worst congested nationally) and on motorway network.
- Public transport is unreliable. Buses will not be used and need to be integrated. The Metrolink is overcapacity.
- Walking/cycling plans will not work due to topography.
- Need more parking, circular bus service to connect residents to Metrolink stops and a separate entrance to the cemetery.
- Support – Detailed proposals on infrastructure welcomed

Physical Infrastructure and utilities

- Utilities network would not cope with the increased demand.
- Sewerage system is at capacity and will need new and expanded facilities.
- The existing transport network cannot cope.
- More freight should be moved by rail.
- More detail required on quality bus transit.
- Metrolink links to Bolton and Rochdale should be considered.
- Support – Detailed proposals on infrastructure welcomed

Social Infrastructure

- Large number of community facilities have been lost in recent years and still need replacing i.e. swimming pools, secondary schools, and civic suite.
- Health provision is currently inadequate.
- All of the schools in area are over-subscribed.
- The Leisure Centre is popular and should not be lost.
- Infrastructure should be built prior to houses being occupied.
- There is a lack of detail on new health facilities.
- Support – Detailed proposals on infrastructure welcomed

Environmental

- Loss of a prized asset within easy reach of population, which is heavily used by a wide range of people. Opening this natural area up as a country park will sterilise it and harm views in the area.
- This is not just a question of upgrading. New recreational land is needed.
- Would lead to the loss of the most biodiverse area in the Borough. Opportunities exist for net gain. Biodiversity gains are unrealistic and will not mitigate for loss. New woodland is needed. The policy should mention maintain and enhance priority habitats.
- Remediation required for historic landfill sites.
- Management of park should be transferred to an organisation.
- Objection to the loss of pitches at Warth Fold. They were well used.
- Noise and light pollution would harm the cemetery.
- Improve the canal for leisure e.g. water taxi, improved walking/cycling routes and off road routes for horse riders.
- Homes should support species e.g. bat and swift boxes.

- Evidence required e.g. biodiversity surveys, bat survey and open space management.
- Parkland will provide substantial opportunities to protect habitats and make it accessible by a range of users.
- Carbon reduction goals will not be achieved. New homes should be carbon-neutral.
- We should invest in Green Technology.

Air Quality

- Bury Bridge and A56/A58 are some of worst areas in the country for air quality.

Flood risk

- Existing residents were adversely affected in the 2015 floods including Bury and Bolton Road due to the area being in a natural flood plain.
- Concerned at the potential for the reservoir to fail and the subsequent danger for new and existing residents. Properties will be uninsurable.
- Mimicking of natural drainage is unrealistic and ignores the size of the development.
- Evidence required on Level 1&2 Strategic Flood Risk Assessment. Residual risk must be considered appropriately.

Heritage

- Presence of Bronze Age burial site and embankment of a horse-pulled railway.
- Canal is a major heritage asset in the area and must be fully considered.

Other

- There was a lack of consultation from Bury Council
- We should be using the latest housing projections to calculate housing need.
- Loss of working farms and jobs is contrary to economic objectives and will lead to the displacement of animals. Farms are crucial to responding to climate change and Brexit issues.
- The construction process will lead to an increase in crime and anti-social behaviour.
- The site selection process has been developer-led.

Response to Comments

Principle / Scale of development

The Elton Reservoir allocation seeks to deliver 3,500 houses in Bury and Radcliffe, delivering a broad mix of homes designed to diversify the type of accommodation available in Bury and Radcliffe, and include provision of affordable housing to address local housing need. Fundamental to the delivery of the allocation will be the provision of major highway infrastructure, a new Metrolink stop with associated park and ride facilities, provision of new facilities for primary and secondary education and small local centres.

The allocation is largely surrounded by development within the existing urban area and is in a sustainable location. The scale of the proposed allocation presents an opportunity to deliver the necessary infrastructure required to support the proposed development including new and improved highways infrastructure and opportunities for cycling and walking routes. The allocation will also increase the provision of publicly accessible multifunctional green and blue infrastructure to provide health benefits to residents and create a visually attractive environment.

Housing

Policy GM-H4 covers density of new housing and seeks to maximise average density of new housing in accessible locations. The provision of a range of housing tenures and types is addressed by GMSF thematic policies specifically GM-H2 Affordability of New Housing and GM-H3 Type, Size and Design of New Housing. The allocation policy requires the delivery of a broad mix of houses which includes an appropriate mix of house types and sizes and accommodation for older people. The allocation policy requires the

provision of affordable housing equivalent to at least 25% of the dwellings on the site across a range of housing types and sizes.

Green Belt
The policies contained within the GMSF should be read as a whole, in relation to Green Belt Policy GM-10 covers the Greater Manchester Green Belt, the policy should be read in conjunction with the Green Belt Assessment and the Green Belt Exceptional Circumstances justification paper which sets out the case for exceptional circumstances for the Green Belt proposals as a whole and the specific case for this allocation.

The allocation policy makes provision for a significant green corridor which will remain within the Green Belt and will provide 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.

Brownfield
Policy GM-H1 covers the scale, distribution and phasing of new housing development and demonstrates that brownfield land will be the predominant source of land over the plan period. A large number of previously developed sites suitable for housing are identified in the council's Brownfield Land Register and its Strategic Housing Land Availability Assessment (SHLAA) however these sites are insufficient to meet Burys identified need and as such there is a need to identify additional sites. The GMSF proposes a 'brownfield preference' policy to help bring brownfield sites forward as early as possible in the plan period. The former Coney Green school site which is a previously developed site is located within the allocation boundary.

Transport
Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation. The allocation policy sets out specific requirements for new and improved highways infrastructure including a north-south strategic spine road connecting Bury and Bolton Road (A58) Bury Road, Radcliffe, a strategic connection from the spine road to Spring Lane, Radcliffe via the Coney Green High School site and other off site highway works where these are considered necessary.

The allocation policy sets out requirements for major investment in public transport infrastructure to enable more sustainable transport choices including a new Metrolink stop and associated park and ride facilities in the Warth area.

Physical Infrastructure and utilities
The allocation policy sets out a specific requirement for a masterplan to be approved before any planning applications are submitted. The masterplan will include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the development as a whole. The policy should also be read in conjunction with the Utility Statement for Elton Reservoir. Capacity and efficient use of utilities and infrastructure is addressed by GMSF thematic policy GM-D1 Infrastructure Implementation.

Social Infrastructure
The allocation policy makes provision for two new two-form entry primary schools and a new secondary school to meet the needs of the prospective school aged residents. The policy also includes requirements for new local centres in accessible locations which include a range of appropriate retail, health and community facilities and ensure that they are integrated with existing communities.

Environmental
The policy sets out a requirement to minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G10 – A Net Enhancement of Biodiversity and Geodiversity. The allocation policy includes the provision of a significant green corridor which will remain within the Green Belt and will provide a strategic amount of new, high quality and publically accessible open space/parkland coupled with a network of multi-functional green and blue infrastructure within the allocation. The allocation policy should be read in conjunction with policy GM-G2 Green Infrastructure Network and policy GM-G9 Standards for a Greener Greater Manchester and supporting Ecology reports.

Air Quality
The policies contained within the GMSF should be read as a whole, in relation to Air Quality this is covered by policy GM-S6 – Clean Air, the GMSF policy should be read in conjunction with the Elton Air Quality Statement.

Flood Risk
Policy GM-S5 covers flood risk and the water environment and makes specific reference to sustainable drainage systems (SuDS) this should also be read in conjunction with the accompanying Strategic Flood Risk Assessment (SRFA) and the Elton Flood Risk Assessment and Reservoir Assessment. The policy makes specific reference to mitigating flood risk from the River Irwell, Elton Reservoir and the Withins Reservoir. The policy justification also sets out a requirement for an appropriate drainage strategy which includes multifunctional SuDS in order to minimise and control the rate of surface water runoff.

Heritage
The policy sets out requirements to protect and enhance heritage and archaeological assets and their setting within the allocation in accordance with the findings and recommendations of a Heritage Impact Assessment, including the Grade II Listed Old Hall Farmhouse and the wider historic character of the surrounding area, the policy should be read alongside the Elton Heritage Statement. Heritage is addressed by GMSF thematic policy GM-E2 along with the accompanying GMSF Heritage Environment Background Paper.

GM Allocation 8: Seedfield (268 comments)

There has been mixed response to this allocation with some support due to the allocation representing an accessible brownfield site on the edge of the urban area. The main issues raised as objections are transport concerns; specifically as there is only one access into the site and this exits onto an existing congested route in a largely built up area, impact on ecology and impact on social infrastructure. There is concern at the loss of playing pitches and a lack of suitable replacement sites, whilst there is support for the proposed off-road access from the site into Burrs Country Park.There was a request that the route to Burrs is also made accessible for horse riders and also a requirement for sustainable transport modes to include green infrastructure.

Suggested alternative strategies included converting mills to residential use, a requirement for a new sports hall and that the former secondary school at Seedfield should be reinstated.

Principle / scale of development
• The local area is already largely built-up. • Streets would be preferred to cul-de-sacs. • The site needs redevelopment and represents an obvious infill opportunity on the edge of the urban area.
Housing (inc affordable housing)
• Concern that proposed homes will not be affordable.
Green Belt
• This allocation is already part of a built-up area and should not be Green Belt.
Brownfield
• Practical use of a brownfield site and an obvious infill opportunity that needs redevelopment. • The plan should include more sites like this on brownfield land.
Transport – Highways / Public Transport / Cycling / Walking
• The only access point into the site is inadequate. It is narrow and used for parking, has poor access for emergency services and additional access points are required. • Additional development would lead to likely congestion on the A56. • Public transport improvements are required e.g. rail/Metrolink. • There is a lack of detailed information on transport interventions. • Site represents an accessible brownfield site close to bus route and town centre.
Physical Infrastructure and utilities
• Lack of detailed information on infrastructure requirements and provision.
Social Infrastructure
• Existing schools in northeast Bury over-subscribed. The former secondary school at Seedfield should be brought back into use. • GPs and dentists are in short supply. • A new sports hall is required as part of the proposals. • Lack of detailed information on social infrastructure requirements and what the community benefits will be.
Environmental
• These proposals would lead to a loss of wildlife. We need to make the most of natural resources. • There would be a loss of recreation space, in particular playing pitches. These are in demand and there is a lack of suitable replacement sites in the area.

- Open space should be maintained by developers.
- A buffer is required to the west of the site.
- There is a lack of detailed information on proposals such as evidence on existing GM ecological networks or an Ecological Impact Assessment.
- Welcome the proposed off-road access from the site to Burrs Country Park, walking/cycle routes should include Green Infrastructure and needs to be made accessible for horse riders.

Air Quality

- Concern that congestion will negatively impact air quality.

Other

- Little done to publicise proposals, online portal was difficult to use and questions were leading in nature.

- Lack of detail on approach taken/reasoning e.g. not clear why previous sites rejected, why some districts have not released Green Belt and others have.

- Imbalance between Green Belt loss in north and south.

Response to Comments

Principle / scale of development
Development within this allocation will be required to deliver a broad mix of around 140 houses to diversify the type of accommodation in the Seedfield area, and include the provision of affordable housing in order to address local housing need.

The site is already well connected to the existing urban area and is in a sustainable location. The site is largely brownfield containing a number of existing buildings and large areas of car parking meaning that it could come forward for development outside of the GMSF process.

Housing (inc affordable housing)
The provision of a range of housing tenures and types is addressed by GMSF thematic policies specifically GM-H2 Affordability of New Housing and GM-H3 Type, Size and Design of New Housing. The allocation policy requires the provision of affordable housing equivalent to at least 25% of the dwellings on the site across a range of housing types and sizes.

Transport – Highways / Public Transport / Cycling / Walking
The allocation policy sets out specific requirements for new and improved local highway infrastructure to facilitate appropriate access to the allocation and incorporate enhancements to public transport, pedestrian and cycle routes in the area. The policy includes a requirement to 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.

Physical Infrastructure and utilities
The allocation policy requires the provision of necessary infrastructure such as utilities, broadband and electric vehicle charging points. Capacity and efficient use of utilities and infrastructure is addressed by GMSF thematic policy GM-D1 Infrastructure Implementation.

Social Infrastructure
The allocation policy requires the retention and enhancement and/or the replacement of the existing recreation facilities and make provision for new recreation facilities to meet the

needs of the prospective residents. The policies contained within the GMSF should be read as a whole, in relation to health and education provision this is covered by policies GM-E-5 Education, Skills and Knowledge and GM-E6 Health.

Environmental

The allocation policy requires the retention and enhancement of the wildlife corridor and green infrastructure elements to the west and the of the allocation and the introduction of appropriate mitigation measures to provide health benefits to residents as well as creating a visually attractive environment in accordance with policy GM-G2 Green Infrastructure Network and policy GM-G9 Standards for a Greener Greater Manchester.

Air Quality

The policies contained within the GMSF should be read as a whole, in relation to Air Quality this is covered by policy GM-S6 – Clean Air.

GM Allocation 9: Walshaw (640 comments)

The main issues raised as objections are traffic and air quality concerns both from Walshaw and the cumulative impact of Elton Reservoir. More specifically as existing roads are at capacity partly due to large amount of schools and are in poor condition the proposed solutions do not alleviate the situation. Loss of Green Belt which will merge towns and cause urban sprawl is also a major concern as well as the impact on key ecological assets the lack of net gain, loss of well-used recreation space and impact on health and wellbeing. There was also concern over the inadequate sewerage system and potential for flooding, increased stress on social infrastructure with some stating that new school provision is inadequate and the allocation would impact on heritage.

It is noted that the site's potential to provide net gains for local communities and these can be found in green infrastructure, deciduous woodland, priority ponds and protected species. There is recognition that the grade of farmland is low but is within Green Belt and should be kept open with the site offering local benefits such as residential amenity and improved health and well-being. Alternative strategies include higher density and terraced housing which would minimise the loss of greenspace and be more in keeping with the local area

Principle / scale of development
• It would be an unfair concentration of large-scale development in one area with no clear rationale for its inclusion. • The setting of Walshaw village would be harmed. Separation required between existing and proposed properties. • Walshaw is home to a number of businesses, which would be affected. Should be selecting sites that are vacant/have fewer constraints. • Loss of farmland that should be kept open as it offers local benefits e.g. residential amenity and improved health/wellbeing. • The area is unsuitable for housing. Poor land stability due to past mining activity, culverted watercourses and natural springs are on-site. Evidence required addressing land stability/hydrology. • Parts of the site within the indicative housing areas are not available for development. The site should be extended to include The Nurseries/Scholes Nursery. • Landowners report that it is available, suitable and achievable. A joint framework is being prepared for the whole site.
Housing (inc affordable housing)
• The affordable housing situation will not be addressed. • More information needed on affordability and house type. They need to cater for over 65s and first time buyers not aspirational homes. • Should be built out by smaller, locally based developers. • Higher density terraced housing would minimise greenfield loss and would be in keeping with local area. • Housing figure should be expressed as a minimum.
Employment and Economy
• Construction jobs would only be temporary. • The proposals will damage the local economy. Local businesses will not benefit. • Employment sites continue to be underused and central Manchester sites will still outperform them.
Green Belt
• Large amount of loss, which will merge Bury/Tottington and cause urban sprawl. • Has role in enabling recreation, leisure, good health and wellbeing. • Efforts to minimise loss are welcomed.

Brownfield
• The Nurseries/Scholes Nursery site is brownfield and should be included. • Several unused/derelict brownfield sites and those in town centres should be prioritised and regenerated.
Transport – Highways / Public Transport / Cycling / Walking
• Existing roads are at capacity and are in poor condition partly due to large amount of schools in area. There would be an impact on road safety, emergency services and businesses. Consider the impact on the network including routes going out of the Borough. • There is pressure on Bury Bridge. We need another road crossing over the Irwell. • Proposed highway solution does not alleviate the situation. Not clear how Elton Reservoir link road helps, only displaces traffic. • Concerns at collective impact on existing road network and on motorways from both Walshaw and Elton Reservoir allocations. • Public transport is poor and new bus routes will not work. • Current walking routes not safe, cycling plans will not work. • The detailed proposals on infrastructure are welcomed.
Physical Infrastructure and utilities
• There is an inadequate sewerage system in Scobell Street area, which overflows in heavy rain. No policy reference to improving its capacity. United Utilities has not addressed this issue. • The proposals will impact recycling and waste. • Water shortages in the area and development will make it worse. • Support for infrastructure provision commitments. Current infrastructure is inadequate and new provision must be in place first. • Uncertainties over infrastructure require other sites to be considered that do not have constraints. • The detailed proposals on infrastructure welcomed.
Social Infrastructure
• Increased stress on schools, which are already inadequate, and at capacity. • Concern that hotel and leisure facilities at Bolholt will be lost. • More clarity needed on new social infrastructure. Concern that Fairfield Hospital is reducing services. • Local centre will not work and will become vacant. Shops/community facilities should be within walking distance and be co-located. Should invest in redevelopment of Radcliffe town centre instead. • Detailed proposals on infrastructure welcomed. Provision of new school welcomed.
Environmental – Green Infrastructure, Biodiversity, open space
• Important element of the GM green infrastructure network. • Proposals would cause harm to the Special Landscape Area between the lodges. • Negative impact on key ecological sites, considerable loss of wildlife home to a wide range of species, will reduce their movement. Deciduous woodland and priority ponds are on-site. • Designations of Sites of Biological Importance/corridors need to be reviewed and extended. • The proposals would lead to a loss of trees, woodland and hedgerows. There would be no net biodiversity gain. • The policy should protect and enhance the Nurseries site and require a buffer. • Loss of well-used recreation space and public rights of way would negatively impact on health and wellbeing. Routes need to be made safe for horse riders and others. • Green infrastructure corridors should link further west and east to other Borough-wide routes e.g. Kirklees Trail.

- Proposals should provide a buffer for water bodies at Bolholt.
- We need strict guidelines to ensure carbon neutrality benefits.
- Further evidence required such as an Ecology Impact Assessment and maintenance of green infrastructure corridors.
- Opportunities exist to secure net gains for nature e.g. green infrastructure, woodland, ponds and protected species.

Air Quality

- Huge impact on carbon footprint/pollution likely to increase which would have a negative impact on quality of life.

Flood risk

- Concern over increase in flooding, surface water run-off.
- The policy should be more flexible with regard to natural drainage.

Heritage

- Development would have an impact on Walshaw Cross and historic cottages and farms at Bradshaw Road/Four Lane Ends.
- Should preserve open spaces around Christ Church to retain setting.

Other

- There would be a reduced quality of life from the construction process, which will be disruptive and detrimental to amenity and likely increase crime.
- Online consultation form was difficult to complete. Not everyone is has internet access. The document contains too much jargon. We need plain English.
- This has been a developer-led process.
- Unfair that most Green Belt loss proposed in north. Unclear why previous draft allocations in north of the borough have been rejected.
- More bus/Metrolink/park and ride interchanges needed, remove bus lanes, widen roads, more ring roads needed, better linkages to motorway. Improved access to North Manchester General Hospital required.
- Housing need should be met through a new town. Should negotiate with surrounding authorities and extend timeframe to 15 years.

Response to comments

Principle / scale of development

The Walshaw allocation seeks to deliver around 1,250 houses, delivering a broad mix of homes designed to diversify the type of accommodation available in Bury, and include affordable the provision of affordable housing to address local housing need. The number of new homes will require significant improvements to the local highway network, provision of new facilities for a primary school and contributions to offsite secondary school provision along with a new accessible local centre, health and community facilities.

The allocation is already well connected to the existing urban area and is in a sustainable location. The scale of the proposed allocation presents an opportunity to deliver the necessary infrastructure required to support the proposed development including new and improved highways infrastructure and opportunities for cycling and walking routes. The allocation will also increase the provision of publicly accessible multifunctional green and blue infrastructure to provide health benefits to residents and create a visually attractive environment.

Housing (inc affordable housing)

Policy GM-H4 covers density of new housing and seeks to maximise average density of new housing in accessible locations. The provision of a range of housing tenures and types is addressed by GMSF thematic policies specifically GM-H2 Affordability of New

Housing and GM-H3 Type, Size and Design of New Housing. The allocation policy requires the delivery of a broad mix of houses which includes an appropriate mix of house types and sizes and accommodation for older people. The provision of affordable housing equivalent to at least 25% of the dwellings on the site across a range of housing types and sizes.

Employment and Economy
The allocation policy includes a requirement to ensure that the design and layout of the allocation allows for the effective integration of the allocation 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.

Green Belt:
The policies contained within the GMSF should be read as a whole, in relation to Green Belt Policy GM-10 covers the Greater Manchester Green Belt, the policy should be read in conjunction with the Green Belt Assessment and the Exceptional Circumstances justification paper which sets out the case for exceptional circumstances for the Green Belt proposals as a whole and the specific case for this allocation.

Brownfield
Policy GM-H1 covers the scale, distribution and phasing of new housing development and demonstrates that brownfield land will be the predominant source of land over the plan period. A large number of previously developed sites suitable for housing are identified in the council's Brownfield Land Register and its Strategic Housing Land Availability Assessment (SHLAA) however these sites are insufficient to meet Burys identified need and as such there is a need to identify additional sites.

Transport – Highways / Public Transport / Cycling / Walking
Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation. The allocation policy sets out specific requirements for new and improved highways infrastructure including the 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. Offsite highway works will also be required where these are necessary to ensure acceptable traffic movement, including access through the Elton Reservoir link road.

The allocation policy also makes provision for major investment in public transport in order to encourage more sustainable transport choices (including potential upgrade of existing bus services or a new bus service linking Tottington – Walshaw – Elton – proposed new Metrolink stop at Warth – Bury/Radcliffe).

A network of safe cycling and walking routes will also be delivered through the allocation linking neighbourhoods with key destinations.

Physical Infrastructure and utilities
The allocation policy sets out a specific requirement for a masterplan to be approved before any planning applications are submitted. The masterplan will include a clear phasing strategy as part of an integrated approach to the delivery of infrastructure to support the scale of the development as a whole. The policy should also be read in conjunction with the Utilities Assessment for Walshaw. Capacity and efficient use of utilities and infrastructure is addressed by GMSF thematic policy GM-D1 Infrastructure Implementation.

Social Infrastructure

The allocation policy makes provision for a new one-form entry primary school within the allocation to accommodate additional demand for school places. The policy also requires a financial contribution towards off-site secondary school provision to meet the needs generated by the development. The policy also includes requirements for provision of a new local centre in an accessible location which include a range of appropriate retail, health and community facilities and to ensure that they are integrated with existing communities. The need for the provision of new or improved health facilities is addressed by policy GM-E6 which should be read in conjunction with the allocation policy.

Environmental – Green Infrastructure, Biodiversity, open space

The policy sets out a requirement to minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy GM-G10 – A Net Enhancement of Biodiversity and Geodiversity, it is expected that the biodiversity gain provision will be focussed on the Walshaw and Elton Brook corridors. The policy makes provision for recreation facilities to meet the needs of prospective residents and also for the provision of new, high quality, publicly accessible, multifunctional green and blue infrastructure within the allocation in accordance with GM-G2 Green Infrastructure Network and policy GM-G9 - Standards for a Greener Greater Manchester and supporting Ecology reports.

Air Quality

The policies contained within the GMSF should be read as a whole, in relation to Air Quality this is covered by policy GM-S6 – Clean Air, the GMSF policy should be read in conjunction with the Walshaw Air Quality Statement.

Flood risk

Policy GM-S5 covers flood risk and the water environment and makes specific reference to sustainable drainage systems (SuDS) this should also be read in conjunction with the accompanying Strategic Flood Risk Assessment (SRFA) and the Walshaw Flood Risk Assessment. The policy makes specific reference to the requirement for on-site measures to deal with surface water and control the rate of surface water run-off in line with the hierarchy of drainage options ensuring, wherever possible, that they are designed as multi-functional green infrastructure connecting to the wider green infrastructure network.

Heritage

The policy sets out requirements to protect and enhance heritage and archaeological assets and their setting within the allocation and the wider historic character of the surrounding area including the Grade II* Listed building, Christ Church. The policy should be read with the Walshaw Heritage Assessment. Heritage is addressed by GMSF thematic policy GM-E2 along with the accompanying GMSF Heritage Environment Background paper.

Further comments on the overall proposals for Bury, including strategic transport interventions (311 comments)

Principle / scale of development
• Proposed development puts more pressure on an area already densely populated and adversely affected by traffic problems. • Need for even distribution of development across the Borough. • The plan should promote urban regeneration. • It is questioned as to why some development is taking place beyond the plan period.
Housing (inc affordable housing)
• Many comment stated that the 2016 household projections should have been used rather than 2014 as less release of land is needed. • There should renegotiate with adjacent authorities to reduce need in Bury and Greater Manchester • Need to prioritise affordable housing and this should be up to 50% of any new development • There is a need for a mix of house types and sizes including aspirational family homes and some reassurance that these will be for local people • Priority should be given to higher density apartments on brownfield sites.
Employment and Economy
• The jobs to be created at Northern Gateway will be poorly paid and low skilled.
Green Belt
• There seems to be a higher proportion of Green Belt release in Bury compared to other districts. Bolton, for example, is not considering any release. • Green Belt seems to be only being released in deprived areas with the more affluent areas gaining • There were queries as to what uses are retained in the Green Belt e.g. cemeteries.
Brownfield
• Only brownfield development is needed and this could be using already vacant land. There are lots of opportunities on existing or former employment land, should as using the space above shops. • There was support for more housing in town centres especially given the level of empty shop units in Bury.
Transport – Highways / Public Transport / Cycling / Walking
• Increase in road traffic, particularly at Bury Bridge, can be unsafe to cross currently. Roads in very poor condition. • The interventions proposed were deemed as being inadequate by many respondees. The link road at Elton Reservoir needs to be provided sooner and Simister Island needs improvement. There is a need for other “off-site” road interventions such as a one-way system in Bury town centre, new A roads into the town centre, widening of Bass Lane in Summerseat and upgrade to roads near Fairfield Hospital. • Metrolink was also highlighted to be at full capacity with a need for more frequent and longer trams. Similarly, bus services were inadequate and do not provide a suitable alternative to Metrolink. There is a need put forward for better connections to villages in the north and west and walking/cycling infrastructure is said to be poor and needs improvement, including along canal towpath. • There were suggestions put forward including more town centre parking, car share schemes, the use non road alternatives west and east including use of East Lancashire Railway to Manchester and also north to Rossendale, new Metrolink routes to Bolton and Oldham, upgrade to Radcliffe park and ride facilities and the need for park and ride at Elton Reservoir stop.

Physical Infrastructure and utilities

- In terms of infrastructure, such things as the link road and Metrolink stop were argued as needing to be in place now and certainly before any Green Belt release.
- There was general concern at the lack of capacity in utilities networks to meet demand.

Social Infrastructure

- Existing schools were highlighted as being in disrepair, needing improvement and not adequate to meet needs. There is also a need for further secondary school provision, health provision and leisure/well being facilities particularly in Radcliffe..

Environmental – Green Infrastructure, Biodiversity, open space

- There were concerns raised with the loss of recreation space, the loss of wildlife, impact on trees
- There was particular mention of Seedfield and in particular how the access to Burrs be improved.

Air Quality

- It was highlighted that there was a potential for the development to increased carbon emissions and greenhouse gases.

Flood risk

- There were concerns that risk of flooding will increase.
- In particular it was highlighted that the Plan needs to address pollution along Kirklees Valley.

Heritage

- There was a concern of the impact on medieval farmsteads and hedgerows and in particular the ancient monuments along the route of the link road at Elton Reservoir.

Response to comments

Principle / scale of development

Policy GM – Strat 6 – Northern Areas states that a significant increase in competitiveness of the northern areas will be sought. There will be a strong focus on prioritising the re-use of brownfield land through urban regeneration This will be complemented by improvements to transport connectivity and the selective release of Green Belt in key locations that will help to boost economic opportunities and diversify housing provision (GM-Strat 7 and GM-Strat 8).

It is considered necessary to release the allocations 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.

Housing (inc affordable housing)

National Planning Policy states that the targets for housing should be based on a standard methodology adopted in National Planning Guidance by the Government. For the purposes of producing a plan like the GMSF, the Government has consulted on a requirement for Local Authorities to use the 2014 based household projections as the basis for determining housing need.

Through the GMSF process the Council has already managed to reduce its housing target by redistributing some of its need to other Greater Manchester Authorities.

The provision of a range of housing tenures and types is addressed by GMSF thematic Policies specifically GM-H2 Affordability of New Housing and GM-H3 Type, Size and Design of New Housing. Policy GM-H4 covers density of new housing and seeks to maximise average density of new housing in accessible locations. The allocation Policies

include requirements for the delivery of a broad mix of houses which includes an appropriate mix of house types and sizes and accommodation for older people. The allocation policies require the provision of affordable housing equivalent to at least 25% of the dwellings on the site across a range of housing types and sizes.

Employment and Economy
The allocation Policies (GM1.1 and GM1.2) include requirements to ensure that the design and layout allows for effective integration with surrounding communities, including active travel links and connections to local services, employment opportunities between Heywood/Pilsworth and Simister/Bowlee. The Policy justification for GM1.1 considers that whilst the location of this allocation along the 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. The variety will not only provide a better range of good quality jobs but has the potential to provide premises for new and growing sectors, this diversifying both the local and sub regional economy. The allocation Policies should be read in conjunction with thematic Policy GM-P 1 – Supporting Long Term Economic Growth.

Green Belt
The Policies contained within the GMSF should be read as a whole, in relation to Green Belt Policy GM-10 covers the Greater Manchester Green Belt, the Policy should be read in conjunction with the Green Belt Assessment and the Green Belt Exceptional Circumstances justification paper which sets out the case for exceptional circumstances for the Green Belt proposals.

Brownfield
Policy GM-H1 covers the scale, distribution and phasing of new housing development and demonstrates that brownfield land will be the predominant source of land over the plan period. Issues relating to previously developed land are addressed by thematic Policy GM-S1.

Transport – Highways / Public Transport / Cycling / Walking
Transport analysis contained in the Locality Assessments has identified necessary mitigation measures to accommodate any additional traffic generated by the proposed allocations. The allocation policies set out specific requirements for new and improved highways infrastructure, public transport infrastructure and cycling and walking routes through the allocations.

Physical Infrastructure and utilities
The allocation policies set out a specific requirement for masterplans to be approved before any planning applications are submitted. The masterplans will include clear phasing strategies as part of an integrated approach to the delivery of infrastructure to support the scale of development as a whole. Capacity and efficient use of utilities and infrastructure is addressed by GMSF thematic Policy GM-D1 Infrastructure Implementation.

Social Infrastructure
The allocation policies include specific requirements for social infrastructure such as primary and secondary school provision, local centres providing a range of appropriate retail and health and community facilities.

Environmental – Green Infrastructure, Biodiversity, open space
The allocation policies set out a requirement to minimise impacts on and provide net gains for biodiversity assets within the allocations in accordance with Policy GM-G10 – A Net Enhancement of Biodiversity and Geodiversity. The allocation policies should be read in

conjunction with Policy GM-G2 Green Infrastructure Network and Policy GM-G9 Standards for a Greener Greater Manchester.

Air Quality
The policies contained within the GMSF should be read as a whole, in relation to Air Quality this is covered by Policy GM-S6 – Clean Air.

Flood risk
Thematic Policy GM-S5 covers flood risk and the water environment and makes specific reference to sustainable drainage systems (SuDS) this should also be read in conjunction with the accompanying Strategic Flood Risk Assessment (SRFA) and site specific Flood Risk Assessments.

Heritage
The allocation policies set out requirements to protect and enhance heritage and archaeological assets and their setting within the allocation in accordance with the findings and recommendations of a Heritage Impact Assessments. Heritage is addressed by GMSF thematic policy GM-E2 along with the accompanying GMSF Heritage Environment Background Paper.

3.2.4. Strategic Allocations in Manchester

There are 3 allocations in Manchester. 296 comments were received in relation to the Manchester allocations.

GM Allocation 10: Global Logistics (82 comments)

There was general opposition to airport/flights expansion, particularly due to the impact on climate change as well as to the loss of green belt/green space It was highlighted that there would be harm to wildlife, particularly the Site of Biological Importance/Site of Special Scientific Interest/ancient woodland, River Bollin, and environmental mitigation required on-site for previous airport expansion

There is some support for economic reasons put forward for the development but also there is a counter argument put forward for no growth or development

Principle / scale of development
• The airport has already taken up far too much green space. • The development requirement figures are wrong. The impact of Brexit has not been factored in and current government policy is driving numbers. • Huge parts of the existing airport site are underutilised (e.g. used for carparks). • Development should be focused elsewhere in South Manchester. • The allocation should only be used for business that genuinely depends on close proximity to the airport. To do otherwise risks placing other areas currently in the Green Belt under pressure for essential airport-linked development. • The reference to high quality design and construction standards including the use of sustainable drainage systems has been removed since the previous consultation on this policy. To support wider plan policies and objectives as well as for consistency reasons, we would support additional reference to the use of Sustainable Urban Drainage (SuDS) and a wider net gain approach for this site.
Employment and Economy
• Airport logistics and infrastructure are key to any successful city/region. • The proposals will bring international business to Greater Manchester. • Support expansion allied to the development of HS2 (development of a multi modal transport offer). • Proposals will maximise the potential of the Enterprise Zone. • Warehouse jobs may be relocated from elsewhere (where they are more needed); there will not be new jobs as a result.
Green Belt
• No exceptional circumstances for the loss of Green Belt have been demonstrated. • The proposals should be amended to avoid/minimise the loss of Green Belt/green space/natural environment. • This area of Green Belt is an important barrier to prevent urban sprawl from Manchester Airport. • The overall quantity of Green Belt loss is excessive. • Where Green Belt is developed, it should be for affordable housing for local people.
Transport – Highways / Public Transport / Cycling / Walking
• We need to keep the Airport to the eastern side of M56. • The Airport is already too big. • Concerned about traffic congestion/inadequate public transport provision.

- The infrastructure is saturated. No concessions have been made for any of the additional traffic/commuting.
- Concerned about the impact on residents with Airport parking happening outside their houses.
- Transport of goods to and from the Airport by road is not a sustainable proposition.

Environmental – Green Infrastructure, Biodiversity, open space

- There would be a loss of outdoor space and a loss of access to the countryside.
- Concerned about the potential harm to wildlife and biodiversity.
- Proposed development is of close proximity to Sites of Biological Importance, Sites of Special Scientific Interest, ancient woodland and the River Bollin.
- Environmental mitigation required on-site for previous airport expansion.
- The boundary of this allocation should be revised to avoid Sunbank Wood and the Ponds Local Wildlife Site. In addition to protecting the LWS this would also provide a buffer to the adjacent Cotteril Clough Site of Special Scientific Interest. The protection of these sites is required in the text of the allocation so the simplest way to action this would be to not include them in the allocation.

Air Quality

- Concern that the additional development will contribute to further poor air quality in the area (combination of pollution from the airport and the increase in traffic on the M56).
- The airport currently causes significant air pollution and noise disturbance for residents in Woodford, as well as Heald Green, Gatley and Cheadle Hulme. This would be made worse by increased number of flights.
- The site currently provides a 'green lung' (role in reducing air pollution).

Heritage

- The site is located approximately 1.5 km from Quarry Bank Mill.
- The setting of Quarry Bank Mill estate should be taken into account – specifically concerning the design of new buildings, which could potentially be visible from the estate.

Other

- Further expansion of the airport/air freight is contrary to the need to tackle climate change.
- The number of flights should be reduced not increased.
- Proposals would attract industry that will necessitate large amounts of air or road travel. This cannot be sustainable in the long term and is incompatible with climate change targets.
- The development would lead to an increase in light and noise pollution.

Response to Comments

The site selection paper identifies that Global Logistics meets criteria 2.

The proposed allocation provides for an expansion of the logistics offer that has been established at the airport.

Policy GM-S5 covers various factors to ensure development is resilient to potential physical, social, economic and environmental challenges. The supporting text includes specific reference to the application of SuDS. Moreover, Policy GM-G9 covers the concept of net gain with respect to Green Infrastructure. These policies needs to be read across with the specific allocation policies.

The case for exceptional circumstances is set out for the Green Belt proposals as a whole and the specific case for this allocation in the accompanying Green Belt Background Paper.

Transport analysis contained in the locality assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation.

The policy sets out the need to minimise any adverse impact on national and locally designated assets of conservation, ecological and landscape value. In particular, development should avoid the Cotterill Clough SSSI, nearby SBIs and ancient woodland, and any existing landscape mitigation affected by development must be appropriately re-provided.

The Integrated Appraisal (IA) identifies that the allocation is within 150m of an existing AQMA. The policy for the allocation incorporates wording that aligns with the mitigation suggested in the IA. The IA also identifies the allocation will need to respond to climate change impacts which can be achieved through careful design as a result subsequent masterplanning.

The impacts of additional flights is a matter for national and international policy – the UK Government published its green paper, “Aviation 2050 – the future of UK Aviation” in late 2018. The Government’s response to the consultation on the green paper is awaited.

GM Allocation 11: Roundthorn Medipark Extension (72 comments)

There is a general opposition to loss of green belt and a belief that the development is not needed mainly due to the number of empty units nearby. It was also felt that brownfield sites should be used first and there would be increased congestion due to the development.

There was some support in relation to the generation of high value jobs and growth in general although there was also some opposition to this view

Principle / scale of development
• Local people will not benefit from the jobs created. • There are existing empty units nearby and therefore no need for additional office space. • The proposals would lead to over-development of the area. • The proposals would lead to a displacement of jobs from other areas where they are needed. • Concerns expressed about the phasing of this site as the location is far away from existing infrastructure, which would suggest that this site would not come forward in the short term. Therefore, it will not be delivered in the first five years of the plan. • Disappointing that the reference to high quality design and construction standards including the use of sustainable drainage systems has been removed since the previous consultation on this policy. To support wider plan policies and objectives as well as for consistency reasons, we would support additional reference to the use of Sustainable Urban Drainage (SuDS) and a wider net gain approach for this site.
Green Belt
• There is a need to retain Green Belt to prevent urban sprawl and to keep separation from the Airport. • No exceptional circumstances have been demonstrated for the proposals. • The quality of the Green Belt in this location is not great. It has been proposed since WW2 to expand the city across this area and the Davenport Green area. HS2, the western link to the airport, Metrolink and the under supply of housing across South Manchester are all good reasons to release Green Belt in these areas. • Releasing land from the Green Belt would have a negative impact on people's mental health. • Releasing land from the Green Belt would reduce in a loss of farmland.
Transport – Highways / Public Transport / Cycling / Walking
• Additional development would lead to excessive traffic and congestion in the area. • The proposals would impair access to the hospital. • It is important to safeguard the extension of Metrolink to maximise the benefits of the Western Extension through to Terminal 2, Davenport Green and the proposed HS2–NPR rail station. Also, need to ensure that suitable transport infrastructure is provided at the earliest opportunity to avoid putting pressure on an already congested road network. Airport passengers need reliable, efficient and punctual transport infrastructure due to the criticality and time sensitivity of airport journeys for both passenger and freight movements.
Environmental – Green Infrastructure, Biodiversity, open space
• The proposals would have a harmful impact on nature. • Any development of the site requires high quality natural landscaping, including the provision of appropriate native species. This should be delivered adjoining the Fairywell Brook to help to mitigate flood risk, improve ecological connectivity, and promote biodiversity.

- Fairywell Brook is monitored under the EU Water Framework Directive (within the Sinderland Brook catchment) and is a designated Heavily Modified waterbody. The waterbody is currently at moderate status and therefore is not meeting its objective under the EU Water Framework Directive and North West River Basin Management Plan. Whilst this is welcomed the policy should be strengthened to support both the Water Framework Directive and GMSF Policy GM-G 3 (River Valleys and Waterways) ambitions which seek to "enhance" and "return rivers to a more natural state". As currently worded, the policy only implies that enhancement should only be provided to areas alongside the watercourse.
- The Roundthorn Medipark Extension site allocation provides opportunities to secure net gains for nature and local communities, as outlined in paragraphs 8, 32, 170 and 174 of the National Planning Policy Framework. For this site allocation net gains can be applied to Green Infrastructure and the site should seek to work in partnership with the neighbouring Timperley Wedge (Policy GM Allocation 46).
- Concerned that air quality will get worse because of the additional development.

Flood risk

- There is potential flood risk in the proposed allocation area.
- Since the last plan consultation the Environment Agency has been looking at future flood risk schemes for inclusion within the next Flood and Coastal Risk Management Programme (post 2021). As part of this, they have identified 'communities' at risk of flooding to start to consider viable projects for Government funding. Downstream from this allocation there are a number of properties at risk of flooding. As such, the development of this site has the potential to take a strategic approach to flood risk management and provide additional opportunities for upstream flood storage. Therefore, they would welcome additional text against recommendation 7 to have a requirement to 'seek opportunities to provide net gains in flood storage for the wider catchment'.

Other

- Concerns raised about additional light and noise pollution because of the proposals.
- This is a small area connected to the hospital complex. Development considered to potentially be reasonable if the adjoining Timperley Wedge proposal does not go ahead, subject to careful ecological assessment and appraisal of other options in the area for the proposed buildings.

Response to Comments

Site selection paper identifies that Medipark meets criteria 2, 5 and 6.

The employment proposals focus on attracting investment from knowledge-based industries to a high quality development. The location, being close to a major hospital and with improvements to local transport infrastructure, including Metrolink, can ensure that the proposed allocation plays its full part in maximising future economic growth. The proposed arrival of HS2, including the airport station a short distance to the south, will provide a further stimulus to economic activity in this area.

Policy GM-S5 covers various factors to ensure development is resilient to potential physical, social, economic and environmental challenges. The supporting text includes specific reference to the application of SuDS. Moreover, Policy GM-G9 covers the concept of net gain with respect to Green Infrastructure. These policies needs to be read across with the specific allocation policies.

The expectation is that the site would be delivered in the later part of the plan period.

The case for exceptional circumstances is set out for the Green Belt proposals as a whole and the specific case for this allocation in the accompanying Green Belt Background Paper.

Transport analysis contained in the locality assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation.

The extension to Metrolink route is safeguarded by way of the existing Transport Works

The policy for the allocation incorporates wording that aligns with the mitigation suggested in the IA.

Suggested changes to refer to Wythenshawe Hospital have been made to the revised policy and supporting text.

Policy GM-S5 covers various factors to ensure development is resilient to potential physical, social, economic and environmental challenges. The supporting text includes specific reference to the application of SuDS.

GM Allocation 12: Southwick Park (57 comments)

There were comments opposing the loss of green belt and in particular the loss of a park/recreational space/play area. Some felt that the site was unsuitable for housing due to the motorway and also in particular due to air pollution.

There was some support, however, for the development with some highlighting that there was not a significant number of houses to cause too much harm

Principle / scale of development
• The proximity of the site to the motorway makes it an unsuitable site for housing due to air, noise and light pollution. • There are insufficient jobs locally for any new houses to be built on the site. • The site links well to existing housing in the area. • Allocation for around 20 new homes, which suggests that sites do not need to be strategic in scale in order to be allocated in GMSF.
Green Belt
• No exceptional circumstances demonstrated for the removal of Green Belt. • The M60 represents a logical boundary for the Green Belt.
Transport – Highways / Public Transport / Cycling / Walking
• The site has good transport links. • The site would have a harmful impact on traffic levels.
Social Infrastructure
• Oppose the loss of a park/recreational space.
Environmental – Green Infrastructure, Biodiversity, open space
• Currently have no knowledge of this site's biodiversity assets nor its position in identified ecological networks. • Highlight that other Allocation Policies include a reference to the requirement to deliver a net gain as part of the strategic approach to site delivery. However, this Policy Allocation does not include this. Therefore, for consistency and to support wider plan objectives we recommend that this is included. • Suggested that the proposal will be harmful to existing wildlife on the site.
Air Quality
• This is a protected Green Belt site on the border of Manchester and Salford, in proximity to an Air Quality Management Area along the M60 motorway.
Other
• To support wider plan policy requirements (specifically Policy GM-S 5) we would recommend that additional wording includes reference to “soft” or “green” Sustainable Urban Drainage (SuDS). Green SuDS have greater environmental benefits over hard-engineered options (e.g. underground tanks/pipes) (policy wording suggested). • Suggested that development of the site will lead to harm in terms of mental well-being/quality of life of any future residents occupying the houses. • Harmful impact to climate change identified.
Response to Comments Site selection paper identifies that Southwick Park meets criteria 1 and 5. The case for exceptional circumstances is set out for the Green Belt proposals as a whole and the specific case for this allocation in the accompanying Green Belt Background Paper.

Transport analysis contained in the locality assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation.

Policy GM-S5 covers various factors to ensure development is resilient to potential physical, social, economic and environmental challenges. The supporting text includes specific reference to the application of SuDS. Moreover, Policy GM-G9 covers the concept of net gain with respect to Green Infrastructure. These policies needs to be read across with the specific allocation policies.

Further comments on the overall proposals for Manchester, including strategic transport interventions (85 comments)

Housing (inc affordable housing)
• The supply and demand issue of housing and the need to build so many new houses is linked to mass immigration • the housing being put forward by developers are 3/4 & 5 bedroomed houses. These are not affordable/social home of benefit to the local community
Employment and Economy
• Some support that development close to Manchester Airport makes economic sense and does not disrupt the current Green Belt too heavily
Green Belt
• There is general opposition to the loss of green belt and green spaces and that the need to do this has not been established as there are no exceptional circumstances • The loss of green belt would affect the buffer zone to stop urban sprawl particularly near the airport
Brownfield
• Brownfield land should be built on first. Manchester does not seem to have offered many sites at all compared to other areas. This is surprising given the amount of brownfield areas that could be redeveloped. There needs to by a stimulation of redevelopment of brownfield sites across the city rather than using green space
Transport – Highways / Public Transport / Cycling / Walking
• HS2 not yet certain; and development should not be based on it until it is certain. The money for this would be spent on local transport • The roads in Manchester are too congested already and the infrastructure is already at saturation point • Schemes such as relief roads/by-passes, car shares, the possibility of longer journeys on public transport and better cycling and walking infrastructure are all put forward • There should be better connection between north and south Manchester by public transport to access jobs and public transport • Whilst there is some support for development near the airport there is some oppose airport / flights expansion (climate change) • South Manchester different from North Manchester • Good, inexpensive public transport and improved road links must be provided to allow workers from all areas especially North Manchester to commute to the jobs created in South Manchester.
Environmental – Green Infrastructure, Biodiversity, open space
• Concern that development will cause harm to nature and wildlife • Nature being incorporated into the built environment should be a selling point for developers. It is an opportunity to enhance reputations in terms of pro-actively working for nature and people; as well as complying with national requirements to conserve biodiversity. For example making homes for swifts and other species which live in the urban environment should be a simple, low-cost but highly effective measure.
Air Quality
• Concern Building on Green Belt directly opposes what you say about keeping our air clean and giving our future generations a greener city • Noise pollution

Other
• Medipark and Timperley Wedge should be masterplanned together • Investment should be throughout South Manchester not just at the airport • There should be a focus on the redevelopment of town centres
Response to Comments The GMSF plans for range of housing and the evidence base supporting the plan demonstrates the need for the quantum and type of housing proposed. Note the support for Manchester Airport and have carefully considered the proposed Green Belt release for the allocation at Global Logistics as set out in evidence and background papers. The case for exceptional circumstances is set out for the Green Belt proposals as a whole and the specific case for allocations in the accompanying Green Belt Background Paper. Much of the housing land supply in Manchester is on brownfield land. The transport points are noted and have been considered both within the GMSF and the wider transport strategies both at the Greater Manchester and city of Manchester geographical levels. The GMSF contains policies that seek to deliver a net gain in Biodiversity. The proposed allocations in Manchester have been appraised through the Integrated Appraisal and where appropriate, air quality mitigation has been identified in the policies. Medipark and Timperley Wedge have been considered together in developing the Draft GMSF 2020 particularly in respect of transport impacts and mitigation set out in the localities assessment. Work will continue on planning the two allocations in a complementary manner. Investment is planned in South Manchester as well as at the airport. The Draft GMSF 2020 includes policies to encourage investment and redevelopment in town centres.

3.2.5. Strategic Allocations in Oldham

There are 10 allocations in Oldham. There were 8,130 comments received in relation to the Oldham allocations.

GM Allocation 13: Ashton Road Corridor (240 comments)

The majority of objections in relation to Bardsley site and on the whole less opposition to Coal Pit Lane site. With regards to Bardsley there was some specific transport comments including those related to highways with the proposed access being on a hill which is a blackspot, at the most narrow point of Ashton Road, opposite the Smokies entrance. It was felt that the level of public transport provision had been overstated with services already being recently reduced. With regards to Green Belt it was pointed out that there was refusal of a planning application in 1982 which referring to the Green Belt retained to preserve Medlock Valley. There were concerns about ecology and in particular regarding the impact on SBIs and wildlife. It was highlighted that a constraint on the site is a high pressure CADENT gas pipe which cuts through the site.

The Coal Pit Lane site was objected to on the grounds of highways and in particular the lack of pavement which is already unsafe. Constraints on the site were highlighted in relation to it being former pit shaft head, covered in slag heaps and the ground being sunken which made the site unviable.

Principle / scale of development
• Oldham is taking an unequal spatial distribution of development. • Development at the site adjoining Bardsley Vale Avenue would be too close to Medlock Valley and overshadow it.
Housing (inc affordable housing)
• The housing being put forward by developers will be three, four and five bed houses that will not be affordable for local residents. • Affordable housing would not make enough profit in this area. • The housing requirement was based on incorrect ONS figures and GMCA should challenge them. If projections published in Sept 2018 were used it there would be no need to release Green Belt land for development. • These developments mean Oldham is going above its housing requirement. • Putting those in housing need in low growth areas is questionable. • There are a number of empty houses in Oldham and if they were better managed, it would alleviate the need to use Green Belt land. • Affordable homes should not be at the cost of green space. • Build homes would be readily available to accommodate the elderly and disabled. • There is a need for more environmentally friendly homes.
Green Belt
• The development of the site adjacent to Bardsley Vale Avenue would reduce the Green Belt boundary, where it is already very narrow. Quote from a Planning Inspector in 1982 when refusing an appeal submitted stating that the Green Belt in this area 'in not particularly wide' and 'extremely important to preserve'. • The Inspector's Report for Oldham's UDP concluded the land at Bardsley Vale was "of fundamental importance to the narrow stretch of Green Belt which separates Oldham from Ashton-under-Lyne…" • This area of Green Belt was classed as strong in the 2016 assessment. • The proposal would result in the merging of Oldham and Ashton.

- This goes against the main purposes of the Green Belt
- The release of Green Belt will set a precedence for the release of more Green Belt in the Medlock Valley.
- The development will adversely affect the character and visual impact of the area, which should be preserved in accordance with Green Belt Policy.
- The claim that Oldham has reduced Green Belt take is inaccurate, as they have increased the number of sites proposed.
- Saddleworth is getting an increase in Green Belt – is this Green Belt land less important than Saddleworths?
- The Coal Pit Lane site even though is designated Green Belt; a significant part of it has man-made ground stockpiled spoil. The site has a derelict appearance. It is considered that allocation of the site will encourage the recycling of derelict urban land.

Brownfield

- There is a need to make more use out of sites within Oldham Town Centre, empty homes and previously developed sites within the urban area.
- There has been a lack of transparency regarding brownfield sites (i.e. Hartford Mill and Maple Mill).
- Develop the 95.5 hectares of brownfield sites as a matter of priority.

Transport – Highways / Public Transport / Cycling / Walking

- Traffic is already bad in this area due to the volume of traffic on Ashton Road.
- There are highways safety issues particularly around the junction at Smokies.
- Unsure the local road network could support proposed development (i.e. Coal Pit Lane, Bardsley Vale Avenue)
- The increase in traffic will cause an increase in air pollution.
- None of the access points into the sites are suitable, the Bardsley Vale site is situated halfway down a steep hill, is narrow and has a blind spot and Coal Pit Lane has no footpaths and is a busy country lane.
- Development will create a "rat run" for traffic going from Coal Pit Lane, Ashton Road to Glodwick and further afield.
- There will be disruptions on the road when putting in supporting infrastructure (power, broadband and drainage).
- Bus services here are unreliable and were reduced in 2018.
- These sites are nowhere near existing Metrolink / rail stations or motorway junctions.
- The roads here are already in awful condition and are poorly maintained.
- Additional access could be provided from Park Bridge Road subject to improvement works to the road and the junction between Ashton Road and Park Bridge Road.
- The site is not observed to be of significant concern due to both the scale of the proposed quantum of development and it not being located within close proximity to the SRN.

Physical Infrastructure and utilities

- There will be disruptions on the road when putting in supporting infrastructure (power, broadband and drainage).
- A major CADENT natural gas pipeline of approximately 220 mm diameter runs from Leeds to Manchester crosses the northern half of Bardsley Vale site. It can be assumed that no building will be permitted above the course of this pipe or within a certain distance on either side to allow for maintenance and emergency access.

Social Infrastructure

- There is insufficient infrastructure to meet the demands of the new residents. The existing health (doctors, dentists and hospital) and education provision is already stretched and running at over-capacity.

- There are no schools in Bardsley. Schools in other areas serve the educational needs of all children from the village. The nearby primary schools are running at an over-capacity of 107 places.
- Secondary schools in the area have atrocious standards.
- There is a need to make sure facilities are put in place for the additional people.
- There is a lack of leisure facilities in the area.

Environmental – Green Infrastructure, Biodiversity, open space

- This area is designated as Natural & Semi-Natural Land and includes a Site of Biological Importance.
- The Medlock River has received recent investment and has been developed as a recreational area.
- This land needs to be preserved for self-sufficiency in food production.
- Open spaces and green infrastructure are important for health and well-being.
- Green infrastructure is multi-functional.
- These sites are the only green spaces remaining around this area and should be protected.
- These sites provide important recreational value for local residents (the Council has a duty to ensure these lands remain available for the residential of Oldham to use for recreation, to access nature and wildlife and promote health and well-being).
- The Bardsley Vale site includes two SBI wildlife ponds such as Fennifields Lily Pond.
- The land forms part of the River Medlock Valley and is a wildlife corridor for migrating animals.
- The area is habitat to diverse range of wildlife (including those protected under the Wildlife & Countryside Act 1981), fauna, ancient woodland (recorded as far back as 1154 by the Manor of Ashton) and TPO's on the site.
- Whilst policy states that ponds will be retained it is naïve to think that the wildlife will be remain attracted to the area with the new built development.
- There is potential impact on Daisy Nook Country Park in terms of landscape setting and ecology.
- The site contains hedgerows.
- The site is a healthy lung.
- Further detail on the sites biodiversity assets is needed.
- Where the replacement sports facilities will be located. Will they still be convenient for the communities that use them?
- Recommend street trees on Ashton Road elevations for visual amenity.
- This area was left to the residents of Oldham to be use as recreational land the council has a duty of care to the people of Oldham's well-being, not to destroy it.
- The allocation provides opportunities to secure net gains for nature. For this site net gains can be applied to Green Infrastructure, Deciduous Woodland, Priority Ponds and Protected Species.
- Deciduous Woodland is located central, north east and south east corners of the allocation. Deciduous Woodland is a Priority Habitat. It is important that this site recognise the National Planning Policy Framework concerning the conservation, restoration and enhancement of priority habitats ecological networks as part of the master planning.
- The Bardsley Vale parcel makes a nominal contribution to the purposes of Green Belt and is free of constraints.

Air Quality

- The increase in traffic will cause a rise in air pollution.

Flood risk

- The proposed development will increase flood risk and surface water.
- The proposal requires the removal of several trees currently protected with tree preservation orders, which add to the visual an-entity of the area. Given the existing water table problem, the removal of such a large grassed area in favour of a largely hard standing area will create further problems.
- The area has poor drainage.

Heritage

- The site lies within the setting a Grade II listed building and other buildings of historical importance within its curtilage (Bardsley House, Bardsley Fold Farm and Bardsley Fold Cottage) on which the proposed development would have an adverse impact.

Other

- Many respondents felt a mistrust with the council due to recent planning decisions.
- Consultation process inadequate.
- Most of Oldham residents cannot afford to pay for family days out, they deserve the right to access green areas free of charge. Oldham is not an affluent town; we are poor on leisure facilities and in the lower 10% of GM well-being, do not take away what few free facilities the residents can enjoy.
- Coal Pit Lane site - Records indicate that there are a number of historic landfill sites here. In line with other Allocation Policy approaches and to comply with the National Planning Policy Framework (Para 120-121) we recommend that additional wording is included to reflect the approach this this issue such as: 'Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes'.
- Support from landowners submitted.

Response to comments:

The parcel south of Bardsley Vale has been removed and is not proposed as a strategic allocation in the GMSF 2020. The land south of Coal Pit Lane (Ashton Road) has been extended to provide around 255 homes. Further details will be available in the allocation's topic paper.

Principle/ scale of development:

The site selection paper identifies that Land south of Coal Pit Lane meets the following site selection criteria:

- **Criterion 7** – as the site is capable of providing a range of house types and sizes, including affordable housing so as to meet local needs.

In terms of the GMSF Spatial Strategy and Strategic Objectives, Land south of Coal Pit Lane (Ashton Road) is capable of delivering around 255 houses, with a mix of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs. As such the allocation contributes to the spatial objective of boosting Northern Competitiveness, within the boroughs of Bolton, Bury, Oldham, Rochdale, Tameside, Wigan and west Salford, through contributing to meeting the housing need across Oldham.

Housing (incl. affordable housing):

The housing methodology is covered in the Housing Background Paper.

The Housing Background Paper sets out Greater Manchester's Housing Need, including how each district will meet their own housing need and the collective need of GM. It sets

out the proposed methodology for meeting this need across the 10 districts and how this is intended to be delivered in line with the objectives of the plan as a whole. Oldham's current Local Housing Need (LHN) based on the government's standard methodology is for 692 new homes per year. The GMSF 2020 sets out a proposed housing requirement for Oldham of 693 new homes per year, based on the government's standard methodology and the methodology set out in the Housing Background Paper.

Compared to the GMSF 2019, Oldham's housing need, as set out in the GMSF 2020, has been reduced from 106% of our LHN to 100% of our LHN. This is to ensure Oldham meets its local housing need, whilst protecting as much Green Belt land as possible.

The 2020 allocation states that development will be required to provide a range of dwelling types and sizes, to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing. It is considered 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.

In the 2020 GMSF, Chapter 7 'Homes for Greater Manchester' and Policy GM- H2 sets out the approach to affordable housing across GM and supports the provision of affordable housing, either on or off-site, as part of new development, with locally appropriate requirements being set by each local authority. The 2020 allocation policy states that development will be required to provide for affordable homes in line with local planning policy requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform Local Plan affordable housing policy.

Policy GM-E1 Sustainable Places sets out a series of criteria relating to design and the delivery of the attractive places that new development will need to have regard to, including:

- Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained; and
- Resource-efficient with:
    A. A low carbon footprint;
    B. Efficient use of land;
    C. Minimised use of new materials;
    D. High levels of recycling.

It also requires new development to be supported by critical infrastructure, such as energy, water and drainage and green spaces.

Green Belt:

A Green Belt Harm Assessment has been carried out to inform preparation of the GMSF. The case for exceptional circumstances relating to Land South of Coal Pit Lane (Ashton Road) will be set out in the allocation's topic paper.

There has been a significant reduction in proposed Green Belt release within Oldham, with approximately 50% less Green Belt proposed for release in GMSF 2020 compared to GMSF 2019. The GMSF 2019 released 363.7ha of Green Belt. GMSF 2020 proposes to release around 188ha of Green Belt.

In terms of Land South of Coal Pit Lane (Ashton Road), a large proportion of land within the site boundary will be retained as green infrastructure/ open space.

Brownfield:

Since the GMSF 2019, Oldham Council has carried out a comprehensive and robust review of the borough's housing land supply, significantly increasing the housing land supply within the urban area. This includes emerging findings from our draft Mill Strategy, the recently completed Retail and Leisure Study and the council's aspiration for Oldham Town Centre as part of Creating a Better Place. The current housing land supply position will be available as part of the evidence to support GMSF 2020.

The GMSF adopts a 'brownfield preference' policy and sets out how we (the GMCA and the ten GM districts) will do all that we can to make sure that our brownfield sites comes forward in the early part of the plan period. 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. However, this additional housing land identified is still not enough to meet our local housing need. Therefore, whilst we understand the significant concerns the local community has expressed in the previous consultations regarding the proposed strategic allocations there is still a need to release land from the Green Belt for future development.

Transport – Highways / Public Transport / Cycling / Walking:

Transport for Greater Manchester (TfGM) appointed consultants to undertake locality assessments for each of the proposed strategic allocations. The locality assessments have considered access to the site and identified mitigation measures needed to minimise the impact of the proposed development on the local highway network, the strategic highway network (where appropriate), and multi-modal access (including public transport, cycling and walking). As part of identifying necessary local highway mitigation measures consideration has been to the cumulative impact of this site and other proposed strategic allocations within the area as appropriate.

The modelling used in the assessments is a 'worst case' scenario as it does not take full account of the extensive opportunities for active travel and public transport improvements in the local area. The site allocation access arrangements have been developed to illustrate that there is a practical option for site allocation access in this location and to develop indicative cost estimations. Detailed design's consistent with Greater Manchester's best practice Streets for All highway design principles will be required at planning application stage.

The 2020 allocation policy sets out that development of the site will be required to:

- Provide for appropriate access points to and from the site, in liaison with the local highway authority. As part of this, provision should be made to safeguard a route from the north western edge of the site through to Coal Pit Lane, linked to the internal road infrastructure of the site; and

- Take account of and deliver any other highway improvements that may be needed, so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site.

The site is well positioned, in a sustainable and accessible location and with 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 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 for 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 site's accessibility, developing, building on the existing recreation routes and Public Right of Way network.

Physical infrastructure and utilities:

Policy GM E1 Sustainable Places sets out a series of criteria relating to design and the delivery of the attractive places, including a requirement that new development be supported by critical infrastructure, such as energy, water and drainage and green spaces.

Social Infrastructure:

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. The 2020 allocation policy therefore outlines that as part of the development, developers will be required to contribute to additional school places, and appropriate health facilities and community facilities, where appropriate and in liaison with the local authority.

In addition to the requirements set out in the 2020 allocation policy:

- Policy GM-E 5 Education of the 2020 GMSF states that significant enhancements in education, skills and knowledge will be promoted throughout Greater Manchester by enabling the delivery of new and improved education, skills and knowledge for all ages and the delivery of sufficient school places to respond to the demands from new housing.

- Policy GM–E 6 Health of the 2020 GMSF states that new development will be required to maximise its positive contribution to health and well-being through the submission of Health Impact Assessments for all development proposals which require an Environmental Impact Assessment. Improvements in health facilities will be supported, by requiring, where appropriate, the provision of new or improved health facilities as part of new developments that would significantly increase demand.

Environmental – Green Infrastructure, Biodiversity, open space:

A Preliminary Ecological Appraisal has been carried out by Greater Manchester Ecology Unit for this site to inform the GMSF. The appraisal identifies ecological features onsite, the extent to which development of the site would impact on these features, and the mitigation required. This has informed the allocation policy.

The 2020 allocation policy sets out that development of the site is required to:

- Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site so as to minimise the visual impact on the wider landscape, mitigate its

environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;

- Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Incised Urban Fringe Valleys;

- Retain and enhance the hierarchy of biodiversity within the site, notably areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network;

- Provide further surveys on amphibians, extended phase 1 habitats, badgers and bats to inform any planning application; and

- Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt, as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment.

The 2020 allocation policy also states that development of the site will be required to provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surplus' and deficiencies, in line with local planning policy requirements.

Air Quality:

Air Quality is covered by Policy GM-S 6 Clean Air in the 2020 GMSF, which sets out a range of measures to support air quality. Government has directed Greater Manchester to produce a Clean Air Plan. The ten districts have chosen to do this collectively. In March 2019 the GM Authorities determined the best performing option to reduce NO2 across GM and agreed the submission of the Outline Business Case (OBC) to Government. A public consultation on the draft Clean Air Plan will be carried out in October/November 2020.

Flood Risk:

A Level 1 Strategic Flood Risk Assessment has been carried out to inform the GMSF and the proposed strategic allocations, including Land south of Coal Pit Lane (Ashton Road). The SFRA mapped the allocation's flood risk, identified mitigation measures that may be appropriate and informed the allocation policy wording.

The 2020 allocation policy sets out that development of the allocation should be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network. Opportunities to use natural flood management and highway SUD's schemes should be explored.

Heritage:

Oldham Council has prepared a Heritage Impact Assessment (HIA) for each of its strategic allocations to inform the GMSF. The outputs of which have informed the policy wording for this allocation. The 2020 allocation policy states that development will be required to conserve and enhance heritage assets and their setting, in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications.

Landfill/ contamination:

The 2020 allocation policy has been amended to require any development to incorporate necessary remediation measures in areas which are affected by contamination and have been previously worked for landfill purposes.

Other:

Consultation on the 2019 GMSF was an informal consultation. As such, the GMCA has fulfilled its objectives to consultation. The ten authorities of Greater Manchester carried out consultation in line with their requirements as set out in their district's Statement of Community Involvement (SCI). Oldham has fulfilled its commitments as set out within its SCI. The full 2019 consultation report is available at www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework.

Please see GMSF 2020 for the full allocation policy wording and reasoned justification.

GM Allocation 14: Beal Valley (1,491 comments)

It was felt that he surrounding highway network does not have the capacity to take the volume of traffic generated by the proposed development which would increase pollution and congestion in the area and there is no evidence, or clear indication of how or who would fund such a road.

Site access was felt to be poor or dangerous and public transport infrastructure was also cited as being poor with Metrolink often used as an example of already being currently overcrowded. There was also criticism of the lack of detail regarding infrastructure required to support the development, particularly health and education provision which is already at capacity and a lack of leisure and community facilities within the rea, since closure of the local swimming pool.

With regards to housing it was highlighted that the housing being put forward by developers is 3/4 & 5 bed-roomed houses which will not be the affordable/social homes that the community needs.

Other issue highlighted include the visual impact of development and loss of Green Belt and green infrastructure and in particular the existing public rights of way needs to be retained. There was also concern over the impact on wildlife habitats and biodiversity and particularly the SBI at Shawside.

Constraints of the site were highlighted in relation to land fill, mine shafts and topography as well as development at this scale contributing to a greater flood risk as this area is the River Beal flood plain. Recent flooding demonstrates that site is not suitable for development

Principle / scale of development
• 480 homes are too many for the population, site area and surrounding infrastructure. • Should use more land to the east of the borough with a M62 junction, A-roads, rail station, village centres and a new secondary school.
Housing (inc affordable housing)
• No need for housing in this area. Not wanted. • Will not provide affordable homes for local people. • Local housing need methodology needs revisiting. Should use ONS 2018 figures. Housing numbers are guidelines rather than targets. • It is not fixed. 20 years is a long time for a plan period and the shortfall in the Strategic Housing Land Availability Assessment only occurs if you treat it as a fixed supply. • The Greater Manchester Spatial Framework (GMSF) has engineered a housing shortfall. • The site can deliver between 580 and 670 dwellings. • Disappointing that housing targets and allocations have reduced. Will make meeting GMSF aspirations more difficult. Housing growth does not include growth from outside the Greater Manchester area. • We should promote family housing in suburban areas. This requires more release of Green Belt and OPOL. Smaller sites can provide housing, commercial open space and other community facilities.
Employment and Economy
• Council Tax revenue is not a reason to develop Greenfield land. • Empty commercial properties are available. • Development will support the town centre.

Green Belt

- Proposed green belt loss heavily weighted in Shaw and Crompton area.
- 75% of Oldham's Green Belt loss will be in Royton, Shaw, Crompton, and Chadderton North.
- Royton, Shaw, and Crompton will also lose 59 hectares of other protected open land (OPOL).
- Disagree with the release of Green Belt land.
- Proposals will result in the visual loss of countryside.
- Plans show no desire to improve green space. Will disadvantage local people and reduce quality of life.
- Proposals will merge Rochdale and Oldham.
- No exceptional circumstances.
- Should remain for open space / parkland.
- Affordable housing should not be at the cost of the green belt. Few people will benefit.
- Question regarding why land that will not be developed has been taken out of the Green Belt / OPOL.

Brownfield

- Need to focus on urban regeneration and deprived communities.
- Brownfield sites need to be utilised first.
- Town Centres need to be revitalised.
- There is a large amount of unoccupied housing.
- Re-order industrial land to free up spaces for houses.
- The Call for Sites process has not been promoted enough.
- Government funding is required to remediate sites.

Transport – Highways / Public Transport / Cycling / Walking

- Congestion is already an issue.
- The scale of development is of a concern from cumulative traffic impact perspective due to close geographic proximity of other proposed allocated development sites in the immediate local area.
- Concerned about traffic when cricket matches are on.
- Road surfaces are poor with existing traffic levels.
- Proposals will lead to increased road traffic accidents.
- A663 / Oldham Road is dangerous.
- Request for traffic and transport impact assessments.
- Sumner Street is narrow.
- Access from Oldham Road (opposite the Marches) looks impractical.
- Access from Oldham Road is a good idea.
- Road infrastructure needs bringing up to modern standards.
- Proposed link road to Beal Lane will result in loss of car parking spaces at the Metrolink.
- Proposed junction on Bullcote Lane and Bullcote Green is unpractical and dangerous. Children play on Bullcote Green estate. Junction includes an accident blind spot.
- Concept plan does not show where the access road continues. Plans are not detailed enough.
- Dangerous access to and from Manchester Road.
- B6194 Water Street – Bullcote Lane cannot be improved without loss of public houses, which are part of the social infrastructure.
- Spine road will come out onto Shaw Road, which is busy.
- Question how the new access road will be funded. Land is uneven, will be expensive and would involve cutting into the landscape.
- Concerned new car park will result in additional noise, traffic, pollution and lighting at the cricket club.

- Oppose additional Metrolink stops as they will make the journey time longer for those living further north of the proposed Metrolink stop. Question regarding who will pay for the new stop and associated infrastructure.
- Policy should be amended to say that land would be safeguarded for a potential Metrolink stop. Suggested text provided.
- Access to the Metrolink stop would be via a B road, which is unfit for traffic.
- Remote location of the Metrolink stop is a concern given issues with anti-social behaviour on the Oldham/ Rochdale line.
- We need compulsory school buses and walking to school, reduced travel fares to work etc.
- People from Saddleworth also travel to Shaw Metrolink park and ride- increasing the pressure on infrastructure. Parking is inadequate.

Physical Infrastructure and utilities

- Roads will need to be dug up for power, internet and sewerage systems.
- Waste disposal facilities are inadequate.
- Electricity, water supply, drainage and sewer systems are from the 19th century and at full capacity.
- Construction phases are commencing at the wrong end of the development – the houses will be built before the infrastructure.

Social Infrastructure

- There is a lack of health centres.
- Proposed development would add strain on schools, which are oversubscribed. Some schools are performing poor, additional housing will add to this issue.
- Need facilities like swimming pools and sports facilities.
- New medical facilities and dentists, social care, accessible food shops are required.
- Currently wait weeks for a doctor's appointment.
- Oldham hospital is struggling, as Rochdale Infirmary does not offer x-ray facilities.
- Proposed development would add to policing and fire service demands.
- Not considered cumulative adverse effect of sites proposed.

Environmental – Green Infrastructure, Biodiversity, open space

- Proposed development would ruin views and natural beauty of the countryside. Cannot minimise views of 480 homes.
- Green space compensates for the industrial town of Shaw.
- Proposed development have a negative impact on wildlife and habitats. Species mentioned, including the SBI site. Comment that there are over 1000 species, including priority species. Need sufficient land for feeding and green corridors.
- Request for up to date ecological assessments.
- Question regarding how biodiversity net gain can be achieved.
- Biodiversity net gain can be applied to green infrastructure, deciduous woodland, lowland fen and protected species. The development of Beal Valley and Broadbent Moss should include partnership work to ensure a wider ecological network approach.
- Development will not enhance green infrastructure and biodiversity.
- Local people cherish green space, as it is accessible without the need to travel for walkers, dog walkers, horse riders etc.
- The proposals would affect health and well-being. Oldham has mental health and child obesity issues.
- There is a link between accessibility of the countryside and the rise in economic competitiveness. .
- Footpaths and hedge lines and buffers around water courses should be retained
- There is Japanese knotweed on site.

Air Quality

- Air pollution is already at dangerous levels. Increased air pollution increases the risk of miscarriages and asthma. Schoolchildren are vulnerable.
- There is a need to tackle climate change.
- Air Quality Impact Assessments should be released.
- Need environmentally friendly housing.

Flood risk

- Drainage issues are caused by Metrolink tracks.
- The site is located in a flood plain. Development will cause greater flood risk.
- There should be independent flood risk assessments.
- Recommend enhancing the River Beal as part of the overall site strategy.
- Recommend taking a strategic approach to flood risk management and provide opportunities for upstream storage.
- Opportunity to use Sustainable Urban Drainage Systems following the site's hydrology to create a network of wetlands that incorporate fen, pond and watercourses.

Heritage

- The proposals would affect character, farmland and weavers' cottages.
- Concern that development will be out of character with heritage assets and their settings.

Other

- Increased traffic will increase noise pollution.
- Oppose development next to the cricket club.
- Planners have avoided Saddleworth to avoid objections.
- The site has past use as a landfill site.
- There is a disused mineshaft on site.
- Many residents do not use the internet, consultation questions are loaded, and people found out by word of mouth.
- Over 4000 people at demonstration, which demonstrates feelings against GMSF.
- Support from landowners.

Response to Comments

Principle / scale of development:

The site selection paper identifies that Beal Valley meets site selection criteria:

- **Criterion 1** - as part of the site is within the 800m buffer of the Shaw and Crompton Metrolink Stop;
- **Criterion 5** - as the north part of the site falls within a most deprived area;
- **Criterion 6** as the site will contribute to the delivery of a new Metrolink stop and Park & Ride facility which will provide sustainable transport provision for the wider community; and
- **Criterion 7** - as the proposed spine road, running north to south, and the proposed new Metrolink stop and Park & Ride facility, has the potential to address existing traffic congestion issues in the area and improve public transport connectivity.

In terms of the GMSF Spatial Strategy and Strategic Objectives, Beal Valley is capable of delivering around 480 houses, with a mix of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs. As such the allocation contributes to the spatial objective of boosting Northern Competitiveness, within the boroughs of Bolton,

Bury, Oldham, Rochdale, Tameside, Wigan and west Salford, through contributing to meeting the housing need across Oldham.

Housing (incl. affordable housing):

The housing methodology is covered in the Housing Background Paper.

The Housing Background Paper sets out Greater Manchester's Housing Need, including how each district will meet their own housing need and the collective need of GM. It sets out the proposed methodology for meeting this need across the 10 districts and how this is intended to be delivered in line with the objectives of the plan as a whole. Oldham's current Local Housing Need (LHN) based on the government's standard methodology is for 692 new homes per year. The GMSF sets out a proposed housing requirement for Oldham of 693 new homes per year, based on the government's standard methodology and the methodology set out in the Housing Background Paper.

Compared to the GMSF 2019, Oldham's housing need, as set out in the GMSF 2020, has been reduced from 106% of our LHN to 100% of our LHN. This is to ensure Oldham meets its local housing need, whilst protecting as much Green Belt land as possible.

The 2020 allocation policy states that development will be required to provide a range of dwelling types and sizes so as to deliver inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing. It is considered 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.

Chapter 7 'Homes for Greater Manchester' and Policy GM- H2 sets out the approach to affordable housing across GM and supports the provision of affordable housing, either on or off-site, as part of new development, with locally appropriate requirements being set by each local authority. The 2020 allocation policy states that development will be required to provide for affordable homes in line with local planning policy requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform Local Plan affordable housing policy.

Employment:

There are a number vacant and / or under-utilised employment sites included in Oldham's baseline housing land supply, which have been identified as having potential for residential development at some point in the future. Many of these are active employment sites or sites last used for employment purposes, such as Hartford Mill and Maple Mill. The current housing land supply position will be available as part of the evidence to support GMSF 2020.

Green Belt:

A Green Belt Harm Assessment has been carried out to inform preparation of the GMSF. The case for exceptional circumstances relating to Beal Valley will be set out in the allocation's topic paper.

There has been a significant reduction in proposed Green Belt release within Oldham, with approximately 50% less Green Belt proposed for release in GMSF 2020 compared to GMSF 2019. The GMSF 2019 released 363.7ha of Green Belt. GMSF 2020 proposes to release around 188ha of Green Belt.

The 2020 allocation policy states that development will be required to ensure the protection of a large green wedge, between the main development area and the Metrolink line to the east, from development and its enhancement as art of the multi-function green infrastructure network and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment.

Brownfield:

Since the Draft Plan 2019, Oldham Council has carried out a comprehensive and robust review of the borough's housing land supply, significantly increasing the housing land supply within the urban area. This including emerging findings from our draft Mill Strategy, recently complete Retail and Leisure Study and the council's aspiration for Oldham Town Centre as part of Creating a Better Place. The current housing land supply position will be available as part of the evidence to support GMSF 2020.

The GMSF adopts a 'brownfield preference' policy and sets out how we (the GMCA and the ten GM districts) will do all that we can to make sure that our brownfield sites comes forward in the early part of the plan period. 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. However, this additional housing land identified is still not enough to meet our local housing need. Therefore, whilst we understand the significant concerns the local community has expressed in the previous consultations regarding the proposed strategic allocations there is still a need to release land from the Green Belt for future development.

Transport – Highways / Public Transport / Cycling / Walking:

Transport for Greater Manchester (TfGM) appointed consultants to undertake locality assessments for each of the proposed strategic allocations. The locality assessments have considered access to the site and identified mitigation measures needed to minimise the impact of the proposed development on the local highway network, the strategic highway network (where appropriate), and multi-modal access (including public transport, cycling and walking). As part of identifying necessary local highway mitigation measures consideration has been to the cumulative impact of this site and other proposed strategic allocations within the area as appropriate.

The modelling used in the assessments is a 'worst case' scenario as it does not take full account of the extensive opportunities for active travel and public transport improvements in the local area. The site allocation access arrangements have been developed to illustrate that there is a practical option for site allocation access in this location and to develop indicative cost estimations. Detailed design's consistent with Greater Manchester's best practice Streets for All highway design principles will be required at planning application stage.

The 2020 allocation policy sets out that development of the site will be required to:

- Provide for appropriate access points to and from the site in liaison with the local highway authority, 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. The reasoned justification provides further details regarding appropriate site access points;

- Safeguard a route for the proposed spine road, through the northern part of the site, to offer the potential to link the site to Shaw Town Centre and further improve connectivity to the local area and beyond;

- Take account of and deliver any other highway improvements, that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;

- Contribute towards 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; and

- Enhance pedestrian and cycling links to and from the site to the Shaw Metrolink stop, the new Metrolink stop proposed as part of the Broadbent Moss strategic allocation, the bus network and surrounding area, to encourage sustainable modes of travel and maximise the sites accessibility, building on the existing recreation routes and public rights of way network (as part of a multi-functional green infrastructure network).

The TFGM 2040 plan sets out the strategy for future improvements to Greater Manchester's transport network, including proposed Metrolink expansion and improvements.

Physical Infrastructure:

Policy GM E1 Sustainable Places of the 2020 GMSF sets out a series of criteria relation to design and the delivery of the attractive places, including a requirement that new development to be supported by critical infrastructure, such as energy, water and drainage and green spaces.

Social Infrastructure:

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. The 2020 allocation policy therefore outlines that as part of the development, developers will be required to contribute to additional school places, and appropriate health facilities and community facilities, where appropriate and in liaison with the local authority.

In addition to the requirements set out in the 2020 allocation policy:

- Policy GM-E 5 Education of the 2020 GMSF states that significant enhancements in education, skills and knowledge will be promoted throughout Greater Manchester by enabling the delivery of new and improved education, skills and knowledge for all ages and the delivery of sufficient school places to respond to the demands from new housing.

- Policy GM–E 6 Health of the 2020 GMSF states that new development will be required to maximise its positive contribution to health and well-being through the submission of Health Impact Assessments for all development proposals which require an Environmental Impact Assessment. Improvements in health facilities will be supported, by requiring, where appropriate, the provision of new or improved health facilities as part of new developments that would significantly increase demand.

Environmental – Green Infrastructure, Biodiversity, open space:

A Preliminary Ecological Appraisal has been carried out by Greater Manchester Ecology Unit for this site to inform the GMSF. The appraisal identifies ecological features onsite, the extent to which development of the site would impact on these features, and the mitigation required. This has informed the allocation policy.

The 2020 allocation policy sets out that development of the site is required to:

- Ensure the protection of a large green wedge, from development and its enhancement as of part of the multi-function green infrastructure network and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;

- Retain and enhance the hierarchy of biodiversity within the site, notably the existing Shawside SBI, including areas of priority habitats and the Twingates local nature reserve, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity;

- Provide further surveys on phase 1 habitats, to inform any planning application and have regard to the river course and broadleaved woodland; and

- Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality and seek to achieve 'good' as proposed under the EU Water Framework Directive.

In relation to open space, sport and recreation Policy GM Allocation 12 states that development of the site will be required to provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surplus' and deficiencies, in line with local planning policy requirements. Including the expansion of, and improvement to existing, facilities at Heyside Cricket Club.

Air Quality:

Air Quality is covered by Policy GM-S 6 Clean Air which sets out a range of measures to support air quality. Government has directed Greater Manchester to produce a Clean Air Plan. The ten districts have chosen to do this collectively. In March 2019 the GM Authorities determined the best performing option to reduce NO2 across GM and agreed the submission of the Outline Business Case (OBC) to Government. A public consultation on the draft Clean Air Plan will be carried out in October/November 2020.

Flood Risk:

A Level 1 Strategic Flood Risk Assessment has been carried out to inform the GMSF and the proposed strategic allocations, including Beal Valley. The SFRA mapped the

allocation's flood risk, identified mitigation measures that may be appropriate and informed the allocation policy wording.

The 2020 allocation policy sets out that development of the allocation should be informed by an appropriate flood risk assessment, feeding in a comprehensive drainage strategy for the whole site. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems, integrated as part of the multi-functional green infrastructure network. Opportunities to use natural flood management and highway SUD's schemes should be explored.

Furthermore, the 2020 allocation policy sets out that development of the site should also 'include provision for a wetland catchment area, in liaison with the Environment Agency, the Local Lead Flood Authority and Greater Manchester Ecology Unit, to the south east of the site within the Flood Zone 3, 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'.

Finally, the 2020 allocation policy sets outs that development of the site should 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.

Heritage:

Oldham Council has prepared a Heritage Impact Assessment (HIA) for each of its strategic allocations to inform the GMSF. The outputs of which have informed the policy wording for this allocation. The 2020 allocation policy sets out that development of the site will be required to identify any designated and non-designated heritage assets and assess the potential impact on the asset and their setting, when bringing forward the proposals, through further Heritage Impact Assessments.

Harm to the significance of Birshaw House and New Bank will need to be mitigated through a landscape buffer between the asset and all the development plots and access road. An appropriate landscaping scheme should be implemented on the edge of the development plots.

Landfill/ contamination:

The 2020 allocation policy has been amended to include reference of the site's landfill history and that development of the site is required to incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.

Other:

Consultation on the 2019 GMSF was an informal consultation. As such, the GMCA has fulfilled its objectives to consultation. The ten authorities of Greater Manchester carried out consultation in line with their requirements as set out in their district's Statement of Community Involvement (SCI). Oldham has fulfilled its commitments as set out within its SCI. The full 2019 consultation report is available at www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework.

Please see GMSF 2020 for the full allocation policy wording and reasoned justification.

GM Allocation 15: Broadbent Moss (146 comments)

The scale of development and its proximity to proposed development at Beal Valley means over 2,000 new homes are proposed in this area. There was general feeling that the plans are too big too fast. There was a suggestion that the Beal Valley and Broadbent Moss sites should be considered as one.

There was concern with highways with surrounding roads already suffering from congestion and in particular with regards to the access points. With regards to public transport it was felt that an additional Metrolink stop will not solve the congestion issues. Current transport links are also inadequate and do not have sufficient parking to entice park and ride on public transport.

Noise and air pollution was also a major concern as well as the provision of more social infrastructure such as schools. The loss of open space, ecology and recreational value of the area was also highlighted

Development constraints of the site were highlighted as it being a land fill site as well as concerns over flooding and drainage.

Principle / scale of development
• The combined Cowlishaw, Beal Valley, Broadbent Moss and Alderney Farm proposals there will be nearly 2,500 new homes. The existing road network could not cope with this level of traffic. • Promoting industry should be the ambition but scale of development and impact on roads will put businesses off. • This spatial distribution is unfair. • The plan focuses too much on Royton, Shaw and Slattocks. • Not a separate site to Beal Valley, the two should be considered linked. • Fundamental flaw in the rationale which has resulted in a concentration of Green Belt and OPOL allocations all in the same vicinity in the North West quarter of Oldham with no regard to their cumulative adverse effects. Even if some Green Belt allocations are justifiable next to the motorways and Metrolink, we should not compound the problem with extra allocations in their midst.
Housing (inc affordable housing)
• The requirement is based on wrong and inaccurate Office for National Statistics figures. • Unable to see why such an amount of housing is required in Oldham compared with other areas in Greater Manchester. • Most of the proposed housing will not be affordable. • Residents of Greater Manchester are being lied to, to try to get us to accept a irreparable destruction of green space in suburbs and the countryside. • House prices are high due to mass immigration, destruction of stable family life, right to buy and inflation. • If only 878 houses can be delivered during this plan period, why are 1,450 homes proposed? The additional land should be released at a later point. • A different type of affordable housing is required here than in Saddleworth. • The principle of housing is a good idea. • A large percentage of unoccupied housing in the borough. • The result will be that the developers will make a lot of money, house prices will stay high and Greater Manchester will merge. • We need more affordable environmentally friendly housing. • There are flaws in Oldham's Strategic Housing Land Availability Assessment.

Employment and Economy

- Proposals would not be able to provide the amount of jobs that residents require.
- Need to develop a programme for realistic, progressive careers for the residents of Oldham who can work locally in jobs, which are fairly, or well, paid.

Green Belt

- Disagree with loss of Green Belt. It should not be built upon.
- This does not show a desire to improve green space.
- These proposals will merge distinct areas and eliminate green land between them.
- It better serves Greater Manchester as a whole, by focusing development on areas that will benefit most and where less Green Belt is destroyed.
- The loss of Green Belt has not been minimised instead it has increased.
- There has been a misinterpretation regarding the loss of Green Belt.
- Once Green Belt has been destroyed, it is gone forever.
- Despite the claim that the new GMSF has "reduced the net loss of Green Belt by 50%" (1.18), Oldham borough appears to have actually increased its loss of Green Belt, adding a further four sites.
- Broadbent Moss (together with Beal Valley) will merge the towns of Oldham and Royton joined to create a continuous urban form, which substantially changes the nature of the area.
- Proposals to increase Green Belt in Saddleworth – should be increasing it in this area to compensate for the losses.
- Proposals go against the five purposes of Green Belt.
- There is no evidenced justification for this site to be removed from the Green Belt. There are no exceptional circumstances.

Brownfield

- Prioritise Brownfield land for development and invest in more underused buildings and empty homes.
- Create more opportunities within Oldham Town Centre.
- It is disappointing that existing low quality industrial land is not identified for redevelopment to residential use.
- Private developers should be forced to implement planning permissions.
- The current brownfield sites in Oldham cover 95.5 hectares (oldham.gov.uk – brownfield register March 2018). At the GMSF's own current projection (pg. 121) of up 70 houses (not apartments or duplexes) per hectare, Oldham has the capacity to develop over 6,600 houses on brownfield alone.

Transport – Highways / Public Transport / Cycling / Walking

- The proposals would lead to traffic congestion.
- The need for improvements to Cop Road to provide link road.
- Worsen exiting cut throughs (i.e. Buckstead Road from Shaw Road through to Ripponden Road).
- The proposals would have a negative impact on nearby primary schools and safety of schoolchildren.
- Concerns about access points (particularly Broadbent Road and Whetstone Road).
- Concerns about the impact of construction traffic.
- Access is poor.
- No access should be considered via Bullcote Lane unless major works/widening of the road takes place prior to building of any housing.
- Impact on major pinch points in Ripponden Road.
- The surrounding road network cannot cope of with extra traffic and residents.
- The proposals will result in increased congestion.
- Rush hours would be extended; Rochdale road is extremely busy and dangerous at this time.

- If the Metrolink stop and roads are delivered it will be great, if not the area will be isolated and insular.
- Additional stop will not solve transport issues, as it is already overcrowded.
- The current public transport provision is inadequate and there is insufficient park and ride provision.
- Funding is not yet secure for the Metrolink stop at Cop Road and potential park and ride and an investment case needs to be developed. There are concerns on weather this is feasible.
- There are a lack of parking spaces in this area.
- The scale of development is of a concern from a cumulative traffic impact perspective due to close geographic proximity of other proposed allocated development sites in the immediate local area.

Physical Infrastructure and utilities

- For the increased number of homes, roads will have to be dug up to provide power, internet and sewage systems.
- How supporting infrastructure will be provided is not adequately explained in the plan.
- The water supply, drainage and sewer systems in Royton are dated and at full capacity.

Social Infrastructure

- How supporting infrastructure will be provided is not adequately explained in the plan.
- People expect to send their child to a local primary school. This links with walking to school, community, green spaces and many other aspects of the overall plan.
- Proposed development would cause a further strain on schools, which are at capacity.
- There is a lack of information regarding the provision of new social infrastructure with the existing schools and hospitals already at capacity.
- People are unable to get appointments.
- There needs to be more provision of community facilities like swimming pools, library and local shops.

Environmental – Green Infrastructure, Biodiversity, open space

- This is a use of farmland. It is a valuable wetland site and important ecosystem for wildlife.
- The proposals would lead to a loss of animal habitat.
- We need to look after river valleys.
- The plan will find it difficult to retain and enhance biodiversity, especially since much of the site is being developed on Other Protected Open Land (OPOL) and Green Belt land.
- The proposals would negatively affect Sites of Biological Importance.
- The proposals would lead to a loss of accessible open space used by local residents for informal recreation.
- Important to have sight and access to wide-open green spaces.
- Cycle track laid down in a green space cannot replace pleasure of a real ramble along a country track.
- Green spaces are important for addressing Oldham's mental health and child obesity issues.
- Oldham is a deprived town with many social problems and early death mortality, erasing the green spaces that are free and accessible for all would cause further problems for the borough.
- The Beal Valley and Broadbent Moss allocations provide opportunities to secure net gains for nature.
- Deciduous Woodland is located north of the site east of Shaw Side. Deciduous Woodland is a Priority Habitats listed under Section 41 the NERC Act 2006. It is important that these allocations recognise the National Planning Policy Framework (National Planning Policy Framework) (para 174b).

Air Quality

- The proposals will lead to poorer air quality.
- The proposals will lead to emissions of greenhouse gases,
- The proposals will lead to more light and noise pollution.
- Continued failure of Oldham Council to achieve its CO2 target.
- The proposals will contradict the Clean Air Plan.

Flood risk

- The area is a floodplain for the River Beal. Development will contribute to large scale flooding of lower lying areas currently drained by the River Beal.
- Number of water bodies would be lost which contribute to water catchment.
- Recommend that reference be made to the need to protect and enhance the River Beal.
- The proposals would lead to localised flooding on Shaw Road and Cop Road. Covering the substrate land with buildings, roads and paths will result in less surface area to absorb future precipitation, resulting in more flooding to residencies and roads at a lower level than the proposed site.
- There is an opportunity to use SUDs following the existing site hydrology to create a network of wetlands that enhance and incorporate the existing fen and pond and watercourses within the site.
- Protect the hydrology of the Royton Moss Site of Biological Importance.

Heritage

- Broadbent Moss is a huge and prominent expanse of land, which provides an important view from the Ripponden Road. Development would not only spoil this view, but the view as a whole looking over to Oldham and Rochdale, particularly for the people of Highfield Terrace.

Other

- This is a tipping area, which would be unsuitable for housing.
- The burden needs to be shared with Saddleworth (opportunities at J22 M62);
- There have been empty promises of a golf course here in the past.
- Concerns regarding the stability of the land around the employment area.
- Concerns regarding the decontamination and remediation due to previous use.

Response to comments:

Principle/ scale of development:

The site selection paper identifies that Broadbent Moss meets site selection criteria:

- **Criterion 5** - as the area is close to an existing area of deprivation in Sholver and development could have a wider regenerative impact;
- **Criterion 6 -** as the site will contribute to the delivery of a new Metrolink stop and Park & Ride facility which will provide sustainable transport provision for the wider community; and
- **Criterion 7** - as the proposed spine road, running north to south, and the proposed new Metrolink stop and Park & Ride facility, has the potential to address existing traffic congestion issues in the area and improve public transport connectivity.

In terms of the GMSF Spatial Strategy and Strategic Objectives, Broadbent Moss is capable of delivering around 1,451 houses, with a mix of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs. It is anticipated that around 500 of these homes will be delivered post 2037. The site also has the potential to deliver around 21,720sqm of employment floorspace, extending the existing employment opportunities at the Higginshaw Business and Employment Area (BEA). As such the allocation contributes to the spatial objective of boosting Northern Competitiveness, within

the boroughs of Bolton, Bury, Oldham, Rochdale, Tameside, Wigan and west Salford, through contributing to meeting the housing need across Oldham.

Housing (incl. affordable housing):

The housing methodology is covered in the Housing Background Paper.

The Housing Background Paper sets out Greater Manchester's Housing Need, including how each district will meet their own housing need and the collective need of GM. It sets out the proposed methodology for meeting this need across the 10 districts and how this is intended to be delivered in line with the objectives of the plan as a whole. Oldham's current Local Housing Need (LHN) based on the government's standard methodology is for 692 new homes per year. The GMSF 2020 sets out a proposed housing requirement for Oldham of 693 new homes per year, based on the government's standard methodology and the methodology set out in the Housing Background Paper.

Compared to the GMSF 2019, Oldham's housing need, as set out in the 2020 plan, has been reduced from 106% of our LHN to 100% of our LHN. This is to ensure Oldham meets its local housing need, whilst protecting as much Green Belt land as possible.

The 2020 allocation policy states that development will be required to provide a range of dwelling types and sizes so as to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing. 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.

Chapter 7 'Homes for Greater Manchester' and Policy GM- H2 sets out the approach to affordable housing across GM and supports the provision of affordable housing, either on or off-site, as part of new development, with locally appropriate requirements being set by each local authority. The 2020 allocation policy states that development will be required to provide for affordable homes in line with local planning policy requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform Local Plan affordable housing policy.

Economy and employment:

There are a number vacant and / or under-utilised employment sites included in Oldham's baseline housing land supply, which have been identified as having potential for residential development at some point in the future. Many of these are active employment sites or sites last used for employment purposes, such as Hartford Mill and Maple Mill. The current housing land supply position will be available as part of the evidence to support GMSF 2020.

Chapter 6 'A Prosperous Greater Manchester' of the 2020 GMSF sets out the approach to employment and skills across Greater Manchester, in that the plan will contribute to enhancing the supply of employment opportunities at a variety of skill levels throughout Greater Manchester to achieve more inclusive growth. Policy GM-P 2 sets out that a diverse range of employment sites and premises, both new and second hand, will be made available across Greater Manchester 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. Broadbent Moss is proposed to deliver 21,720sqm of employment floorspace, extending the existing employment opportunities at the Higginshaw Business and Employment Area (BEA) and contributing to increasing employment opportunities within Oldham.

Green Belt:

A Green Belt Harm Assessment has been carried out to inform preparation of the GMSF. The case for exceptional circumstances relating to Broadbent Moss will be set out in the allocation's topic paper.

There has been a significant reduction in proposed Green Belt release within Oldham, with approximately 50% less Green Belt proposed for release in GMSF 2020 compared to the GMSF 2019. The GMSF 2019 released 363.7ha of Green Belt. GMSF 2020 proposes to release around 188ha of Green Belt.

A large proportion of the Broadbent Moss site is proposed to remain undeveloped and will be retained as Green Belt, providing an opportunity to significantly enhance the green infrastructure and biodiversity value of the site, enhancing the existing assets (such as the priority habitats) and improving access to the open countryside for the local community.

A small portion of land outside the allocation boundary to the south (including Stoneleigh Park) will be removed from the Green Belt to not create a Green Belt 'island' which would not meet Green Belt criteria as a small isolated piece of land. This land will remain protected from development as Green Infrastructure through the Local Plan.

Brownfield:

Since the GMSF 2019, Oldham Council has carried out a comprehensive and robust review of the borough's housing land supply, significantly increasing the housing land supply within the urban area. This including emerging findings from our draft Mill Strategy, the recently completed Retail and Leisure Study and the council's aspiration for Oldham Town Centre as part of Creating a Better Place. The current housing land supply position will be available as part of the evidence to support GMSF 2020.

The GMSF adopts a 'brownfield preference' policy and sets out how we (the GMCA and the ten GM districts) will do all that we can to make sure that our brownfield sites comes forward in the early part of the plan period. 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. However, this additional housing land identified is still not enough to meet our local housing need. Therefore, whilst we understand the significant concerns the local community has expressed in the previous consultations regarding the proposed strategic allocations there is still a need to release land from the Green Belt for future development.

Transport – Highways / Public Transport / Cycling / Walking:

Transport for Greater Manchester (TfGM) appointed consultants to undertake locality assessments for each of the proposed strategic allocations. The locality assessments have considered access to the site and identified mitigation measures needed to minimise the impact of the proposed development on the local highway network, the strategic highway network (where appropriate), and multi-modal access (including public transport, cycling and walking). As part of identifying necessary local highway mitigation measures consideration has been to the cumulative impact of this site and other proposed strategic allocations within the area as appropriate.

The modelling used in the assessments is a 'worst case' scenario as it does not take full account of the extensive opportunities for active travel and public transport improvements in the local area. The site allocation access arrangements have been developed to

illustrate that there is a practical option for site allocation access in this location and to develop indicative cost estimations. Detailed design's consistent with Greater Manchester's best practice Streets for All highway design principles will be required at planning application stage.

The 2020 allocation policy sets out that development of the site will be required to:

- Provide for appropriate access points to and from the site in liaison with the local highway authority, linking to a new internal spine road that will connect the site to the Beal Valley allocation to the north, and be delivered as part of the comprehensive development of both sites. The spine road will provide a link to the residential area to the east of the Metrolink line, through delivering an appropriate crossing;

- Take account of and deliver any other highway improvements, that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities;

- Contribute 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 of both allocations; and

- 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, to encourage sustainable modes of travel and maximise the sites accessibility (as part of a multi-functional green infrastructure network).

The TFGM 2040 plan sets out the strategy for future improvements to Greater Manchester's transport network, including proposed Metrolink expansion and improvements.

Physical Infrastructure:

Policy GM E1 Sustainable Places of the 2020 GMSF sets out a series of criteria relation to design and the delivery of the attractive places, including a requirement that new development to be supported by critical infrastructure, such as energy, water and drainage and green spaces.

Social Infrastructure:

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. The 2020 allocation policy therefore outlines that as part of the development, developers will be required to contribute to additional school places, and appropriate health facilities and community facilities, where appropriate and in liaison with the local authority.

The 2020 allocation policy also requires development of the site to make provision for a local centre adjacent to the new Metrolink stop and new Park & Ride facility on the north western part of the site.

In addition to the requirements set out in the 2020 allocation policy:

- Policy GM-E 5 Education of the 2020 GMSF states that significant enhancements in education, skills and knowledge will be promoted throughout Greater Manchester by enabling the delivery of new and improved education, skills and knowledge for all ages and the delivery of sufficient school places to respond to the demands from new housing.

- Policy GM–E 6 Health of the 2020 GMSF states that new development will be required to maximise its positive contribution to health and well-being through the submission of Health Impact Assessments for all development proposals which require an Environmental Impact Assessment. Improvements in health facilities will be supported, by requiring, where appropriate, the provision of new or improved health facilities as part of new developments that would significantly increase demand.

Environmental – Green Infrastructure, Biodiversity, open space:

A Preliminary Ecological Appraisal has been carried out by Greater Manchester Ecology Unit for this site to inform the GMSF. The appraisal identifies ecological features onsite, the extent to which development of the site would impact on these features, and the mitigation required. This has informed the allocation policy.

The 2020 allocation policy sets out that development of the site is required to:

- Retain and enhance areas of biodiversity within the site, most notably the priority habitats, following the mitigation hierarchy, and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of a multi-functional green-infrastructure network with the wider environment;

- Provide further surveys on phase 1 habitats, badgers, amphibians (including great crested newts) and bat surveys to inform any planning application; and

- Protect and enhance the habitats and corridor along the River Beal to improve the existing water quality and seek to achieve 'good' as proposed under the EU Water Framework Directive.

The 2020 allocation policy also states that development of the site will be required to provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surplus' and deficiencies, in line with local planning policy requirements. Including the expansion of, and improvement to existing, facilities at Heyside Cricket Club.

Air Quality:

Air Quality is covered by Policy GM-S 6 Clean Air of the 2020 GMSF which sets out a range of measures to support air quality. Government has directed Greater Manchester to produce a Clean Air Plan. The ten districts have chosen to do this collectively. In March 2019 the GM Authorities determined the best performing option to reduce NO2 across GM and agreed the submission of the Outline Business Case (OBC) to Government. A public consultation on the draft Clean Air Plan will be carried out in October/November 2020.

Flood Risk:

A Level 1 Strategic Flood Risk Assessment has been carried out to inform the GMSF and the proposed strategic allocations, including Broadbent Moss. The SFRA mapped the allocation's flood risk, identified mitigation measures that may be appropriate and informed the allocation policy wording.

The 2020 allocation policy sets out that development of the allocation should 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 GMSF 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 multi-functional green infrastructure network and delivered in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUD's features should be explored.

Furthermore, the 2020 allocation policy sets out that development of the site should also 'include provision for a wetland catchment area, in liaison with the Environment Agency, Local Lead 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'.

Finally, the 2020 allocation policy sets out that development of the site should 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.

Heritage:

Oldham Council has prepared a Heritage Impact Assessment (HIA) for each of its strategic allocations to inform the GMSF. The outputs of which have informed the policy wording for this allocation.

The 2020 allocation policy sets out that development of the site will be required to:

- Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications; and
- Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed.

Landfill/ contamination:

The policy wording has been amended to include reference of the site's landfill history. Policy GM Allocation 14 requires development of the site to incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.

Please see GMSF 2020 for the full allocation policy wording and reasoned justification.

GM Allocation 16: Cowlishaw (1,438 comments)

There is general objection with regards to the proposed access from Denbigh Drive and Cocker Mill Lane especially as traffic congestion is already awful. Public transport was felt to be poor in the area with Metrolink not being accessible and buses being poor. There was concern over the loss of ecology and in particular accessibility for residents to Other Protected Open Land (OPOL). It was highlighted that there were already flooding issues in the area and that the loss of the abattoir is a loss of a very important business regionally

Principle / scale of development
• There are too many houses proposed on site based on constraints and wider area. • The area is already over developed. • The area provides a buffer between Royton and Shaw. • The impact on Shaw and Crompton is disproportionate.
Housing (inc affordable housing)
• The proposals should use a lower housing target with realistic economic ambitions. The GMCA has not adequately challenged the Government on this. • Housing target is not accurate and was made prior to Brexit. The Housing Need figure is a guideline, not a target. • Houses will be expensive and not affordable for first time buyers. • Excavation works could affect the stability of existing houses. • Impact of development in terms of overshadowing, privacy and loss of a view of existing residents. • The Call for Sites process identified more suitable sites for housing. • Houses prices will drop because of the proposals. • Additional Council Tax is not a valid reason for allocating Green Belt land for housing.
Employment and Economy
• Loss of the abattoir would remove a source of local employment. Concern about the loss of such an important part of the faming industry. • Would be better to move catalogue industries out of Shaw Centre closer to Junction 21 of M62, which would release land for housing.
Brownfield
• Brownfield land is available for development including empty buildings in Shaw. • We should build affordable homes in Oldham Town Centre and regenerate land in Derker.
Transport – Highways / Public Transport / Cycling / Walking
• There is already too much traffic congestion in this area. There should be an independent traffic and transport assessment. • Additional traffic will add road safety danger for schoolchildren. • The scale of the development is not noted to be of concern from an individual or cumulative traffic impact prospective. • Access arrangements are unsatisfactory. • Some roads are too restricted and could cause difficulties for the emergency services. • Topography makes it difficult to envisage an elegant access solution. • Parking on the estate is already an issue. • Not close to public transport. More people will drive to the Metrolink stop. • Public transport is not safe. • There are a lack of parking facilities at Metrolink stops and it is too expensive. • Additional Metrolink stops will add to overcrowded Metrolink. Residents from Saddleworth use the Metrolink from Shaw.

- Metrolink is not reliable during winter. It requires replacement buses, which add to congestion.
- Travelling to Manchester from Shaw for work by bus takes up to an hour and half due to poor services and congestion.
- The site is accessible using public right of way and recreational routes. These must be retained.

Physical Infrastructure and utilities

- Roads will be dug up for utilities.
- On site pylon and overhead power lines make the site difficult for development.
- Concern expressed about electromagnetic radiation.

Social Infrastructure

- Waiting times in hospitals are too long and there are not enough places in schools. There is not enough policing and crime levels are too high.
- Lack of facilities in Shaw whilst Royton has had new facilities.
- No A&E in Rochdale had led to pressure on Oldham Hospital.
- The cumulative effect of sites has not been considered.
- These proposals could lead to increased waiting times at A&E due to the additional number of houses.

Environmental – Green Infrastructure, Biodiversity, open space

- Proposals would negatively affect wildlife, including Sites of Biological Importance within the site. The maintenance and enhancement of the ecological linkages between the ponds and the wider environment should be an additional policy requirement. The green spaces remaining should act as a corridor to the wider corridors.
- Tree buffers would reduce visual impact.
- There has been a lack of analysis on the natural capital of the allocation.
- Biodiversity net gains can be applied to green infrastructure, deciduous woodland, lowland fen and protected species.
- Green Infrastructure definition not explained.
- The proposals would reduce green space between Royton and Shaw.
- The site was designated as Other Protected Open Land because of its ecology.
- The land that development is proposed on is used for farming.
- Release of this land is more preferable than other allocations in Royton.

Air Quality

- Air quality already dangerous. Increased traffic will add to this.
- Increased traffic will increase chance of miscarriages, chest infections and asthma attacks.
- There should be independent air quality impact assessments.

Flood risk

- Development will increase surface water and groundwater flood risk of lower lying areas, including by the Metrolink. Land needs to be retained for drainage.
- Denbigh Drive suffers from surface water flood risk. Issue will be increased by taking away wetlands. Development at Denbigh Drive was limited due to drainage and land stability.
- Water, drainage and sewer systems date back to 19th century and are at full capacity. There was a recent sewer collapse.
- Request for independent flood risk assessment.
- The brook at the bottom of the site not being maintained properly and the pumping station not being able to cope has resulted in flooding.
- Use tree planting to avoid surface water run-off.
- Site includes a Lead Local Flood Authority (LLFA) scheme (Greencroft Meadow) which will seek to address surface water management impacts. Need to liaise with LLFA to understand infrastructure requirements.

Other

- Large parts of the site are unavailable for development due to constraints. Making it undeliverable.
- Poor consultation. Failed to meet Statement of Community Involvement and questions are loaded.
- Plans are contradicting, politically motivated with no regard for National Planning Policy Framework. The plan is developer led.
- The proposals are not fair on the people of Shaw. They will reduce the quality of life. The number of people at the protest march demonstrates this.
- Strategic allocations are too close to each other, which would place a huge burden on infrastructure.
- Shaw's distinct identity will be eroded.

Response to comments:

Principle / scale of development:

As per the site selection methodology, exploring opportunities on Protected Open Land (POL) sites formed the first stage of the site selection process. This stage focused on identifying land which has already been identified in district Local Plans as safeguarded land and / or POL. In the case of Oldham, POL is called Other Protected Open Land (OPOL) and the sites are protected from development through Local Plan Policy 22, due to their landscape and / or recreational purposes / significance. It was considered that before looking at opportunities within the Green Belt, POL should be considered first as it is does not afford as significant protection from development as Green Belt, and is therefore considered sequentially preferable to Green Belt, and could keep the loss of Green Belt land to a minimum.

Cowlishaw was therefore identified as an Area of Search – OL-POL-3 (see Appendix 2 of the of the Site Selection Topic Paper 2019). POL/ OPOL sites were not subject to the further site selection process, having already been identified as potential development opportunities in the first stage of the site selection methodology.

In terms of the GMSF Spatial Strategy and Strategic Objectives, Cowlishaw is capable of delivering around 460 houses, with a mix of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs. As such the allocation contributes to the spatial objective of boosting Northern Competitiveness, within the boroughs of Bolton, Bury, Oldham, Rochdale, Tameside, Wigan and west Salford, through contributing to meeting the housing need across Oldham.

Housing (inc affordable housing):

The housing methodology is covered in the Housing Background Paper.
The Housing Background Paper sets out Greater Manchester's Housing Need, including how each district will meet their own housing need and the collective need of GM. It sets out the proposed methodology for meeting this need across the 10 districts and how this is intended to be delivered in line with the objectives of the plan as a whole. Oldham's current Local Housing Need (LHN) based on the government's standard methodology is for 692 new homes per year. The GMSF 2020 sets out a proposed housing requirement for Oldham of 693 new homes per year, based on the government's standard methodology and the methodology set out in the Housing Background Paper.

Compared to the GMSF 2019, Oldham's housing need, as set out in the GMSF 2020, has been reduced from 106% of our LHN to 100% of our LHN. This is to ensure Oldham meets its local housing need, whilst protecting as much Green Belt land as possible.

The 2020 allocation policy states that development will be required to provide 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. It is considered 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.

In the 2020 GMSF, Chapter 7 'Homes for Greater Manchester' and Policy GM- H2 sets out the approach to affordable housing across GM and supports the provision of affordable housing, either on or off-site, as part of new development, with locally appropriate requirements being set by each local authority. The 2020 allocation policy states that the development will make provision for affordable homes in line with local planning policy requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform Local Plan affordable housing policy.

Matters such as the impact of development in terms of overshadowing, privacy and loss of a view of existing residents would be dealt with as part of the detailed planning application in line with the Local Plan.

Employment and Economy:

Chapter 6 'A Prosperous Greater Manchester' sets out the approach to employment and skills across GM, in that the plan will contribute to enhancing the supply of employment opportunities at a variety of skill levels throughout Greater Manchester to achieve more inclusive growth. Policy GM-P 2 sets out that a diverse range of employment sites and premises, both new and second-hand, will be made available across Greater Manchester in terms of location, scale, type and cost. Approximately 344,067sqm of employment floorspace is proposed for development within Oldham from 2020 to 2037. This is comprised of 70,826sqm office floorspace and 273,241sqm industry and warehousing floorspace. 120,000sqm of the industry and warehousing employment floorspace is at GM Policy Allocation 2 Stakehill and 21,720sqm is at the Broadbent Moss allocation.

Brownfield:

Since the GMSF 2019, Oldham Council has carried out a comprehensive and robust review of the borough's housing land supply, significantly increasing the housing land supply within the urban area. This including emerging findings from our draft Mill Strategy, the recently completed Retail and Leisure Study and the council's aspiration for Oldham Town Centre as part of Creating a Better Place. The current housing land supply position will be available as part of the evidence to support GMSF 2020.

There are a number vacant and / or under-utilised employment sites included in Oldham's baseline housing land supply, which have been identified as having potential for residential development at some point in the future. Many of these are active employment sites or sites last used for employment purposes, such as Hartford Mill and Maple Mill.

The GMSF adopts a 'brownfield preference' policy and sets out how we (the GMCA and the ten GM districts) will do all that we can to make sure that our brownfield sites comes forward in the early part of the plan period. 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. However, this additional housing land identified is still not enough to meet our local housing need. Therefore, whilst we understand the significant concerns the local community has

expressed in the previous consultations regarding the proposed strategic allocations there is still a need to release land from the Green Belt for future development.

Transport – Highways / Public Transport / Cycling / Walking:

Transport for Greater Manchester (TfGM) appointed consultants to undertake locality assessments for each of the proposed strategic allocations. The locality assessments have considered access to the site and identified mitigation measures needed to minimise the impact of the proposed development on the local highway network, the strategic highway network (where appropriate), and multi-modal access (including public transport, cycling and walking). As part of identifying necessary local highway mitigation measures consideration has been to the cumulative impact of this site and other proposed strategic allocations within the area as appropriate.

The modelling used in the assessments is a 'worst case' scenario as it does not take full account of the extensive opportunities for active travel and public transport improvements in the local area. The site allocation access arrangements have been developed to illustrate that there is a practical option for site allocation access in this location and to develop indicative cost estimations. Detailed design's consistent with Greater Manchester's best practice Streets for All highway design principles will be required at planning application stage.

The 2020 allocation policy sets out that development of the site will be required to:

- 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 southern part of the site, with an emergency/controlled secondary access to Cowlishaw, Kings Road to the central part of the site that lies to the north of Cowlishaw Farm, and Denbigh Drive, with access limited to the small parcel at the north only; and

- Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities.

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 residential 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 building on the existing recreation routes and Public Right of Way network.

Physical infrastructure and utilities:

Policy GM E1 Sustainable Places of the 2020 GMSF sets out a series of criteria relation to design and the delivery of the attractive places, including a requirement that new development to be supported by critical infrastructure, such as energy, water and drainage and green spaces.

Social infrastructure:

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. The 2020 allocation policy outlines that as part of the development, developers will be required to contribute to additional school places, and appropriate health facilities and community facilities, where appropriate and in liaison with the local authority.

In addition to the requirements set out in the 2020 allocation policy:

- Policy GM-E 5 Education of the 2020 GMSF states that significant enhancements in education, skills and knowledge will be promoted throughout Greater Manchester by enabling the delivery of new and improved education, skills and knowledge for all ages and the delivery of sufficient school places to respond to the demands from new housing.

- Policy GM–E 6 Health of the 2020 GMSF states that new development will be required to maximise its positive contribution to health and well-being through the submission of Health Impact Assessments for all development proposals which require an Environmental Impact Assessment. Improvements in health facilities will be supported, by requiring, where appropriate, the provision of new or improved health facilities as part of new developments that would significantly increase demand.

Environmental – Green Infrastructure, Biodiversity, open space:

A Preliminary Ecological Appraisal has been carried out by Greater Manchester Ecology Unit for this site to inform the GMSF. The appraisal identifies ecological features onsite, the extent to which development of the site would impact on these features, and the mitigation required. This has informed the allocation policy.

The 2020 allocation policy sets out that development of the site is required to:

- Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas. This is to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation.

- Retain and enhance the hierarchy of biodiversity within the site, notably the existing Cowlishaw Ponds SBI and the area of priority habitat to the south of Crompton Primary School, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of the multi-functional green infrastructure network with the wider environment; and

- Carry out a Habitats Regulation Assessment and provide further surveys on amphibians (including great crested newts), extended phase 1 habitat, breeding birds, badgers and bats to inform any planning application.

Policy GM Allocation 16 also states that development of the site will be required to provide for new and/or improvement of existing open space, sport and recreation facilities

commensurate with the demand generated and local surplus' and deficiencies, in line with local planning policy requirements.

Air Quality:

Air Quality is covered by Policy GM-S 6 Clean Air of the 2020 GMSF which sets out a range of measures to support air quality. Government has directed Greater Manchester to produce a Clean Air Plan. The ten districts have chosen to do this collectively. In March 2019 the GM Authorities determined the best performing option to reduce NO2 across GM and agreed the submission of the Outline Business Case (OBC) to Government. A public consultation on the draft Clean Air Plan will be carried out in October/November 2020.

Flood Risk:

A Level 1 Strategic Flood Risk Assessment has been carried out to inform the GMSF and the proposed strategic allocations, including Cowlishaw. The SFRA mapped the allocation's flood risk, identified mitigation measures that may be appropriate and informed the allocation policy wording.

The 2020 allocation policy sets out that development of the allocation should be informed by an appropriate flood risk assessment and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network, and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored.

Other:

Consultation on the 2019 GMSF was an informal consultation. As such, the GMCA has fulfilled its objectives to consultation. The ten authorities of Greater Manchester carried out consultation in line with their requirements as set out in their district's Statement of Community Involvement (SCI). Oldham has fulfilled its commitments as set out within its SCI. The full 2019 consultation report is available at www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework.

Please see GMSF 2020 for the full allocation policy wording and reasoned justification.

GM Allocation 17: Hanging Chadder (1,319 comments)

The proposed access onto Castleton Road raised serious safety concerns particularly for children given proximity to the local school. It was also felt that this point of Rochdale Road is already at saturation point. Existing public transport provision here is limited and it was felt that the proposed bus lane is "ludicrous".

Generally there were concerns over the impact on Tandle Hills and the diminishing the importance of the areas historic view, location and ecology and in particular Site of Biological Importance, ponds and protected wildlife.

Flooding and drainage was also highlighted with current frequent flooding on Grasmere Avenue where the land is boggy and drainage being terrible. The area if full of springs and it was suggested that an Exceedance Flow Plan is needed.

Principle / scale of development
• Royton is expected to take an unreasonable share of the burden of proposed developments. • With this proposal and all the other allocations in the area, the population of Royton would rise by at least 16% and would have lost most of its Green Belt. • There is no justification to build on the scale proposed.
Housing (inc affordable housing)
• There are 11,000 empty homes in Greater Manchester along with many brownfield sites that remain unused. Exhaust these options before sacrificing Green Belt. • Homes 'in keeping with the surrounding area' are not what are required to meet the current housing shortage. • The proposed housing will not be truly affordable. • The addition of 'executive' and 'family' style housing to the area could be beneficial to Royton Town Centre, which over the years has declined. • These houses will most likely be at the high end of the council tax banding to benefit the council. • Three, four and five bed housing will not be affordable for the local community. • Build new homes for the elderly and disabled. • There should be a limit upon how much housing is developed here so that a large area of open space and a wildlife corridor is retained. • The government housing target was made prior to Brexit and not based on factual data regarding the space required. • The empty housing stock within a Council's area should be investigated and used, improved or developed before Green Belt land. • A shift to a high-density town centre-centric strategy could also be a solution to the decline of the high street. Town centre based living would encourage people to buy more locally and less off the internet.
Employment and Economy
• The area needs permanent jobs and good skilled employment.
Green Belt
• Disagree with building on Green Belt land, as it will destroy the local area. • This site is a vital part of the vital green corridor separating Oldham and Rochdale and building on it would be countryside encroachment. It would lead to urban sprawl.

- Clarification needs to be made regarding the revised Green Belt boundary on the western side of Rochdale Road.
- Building on Green Belt is at odds with so much of the document.
- The plan encourages landowners and developers to put forward more Green Belt sites for development, with zero protection for the Green Belt despite Government confirming there is no requirement to release Green Belt.
- There seems no real desire to seek alternatives, with only lip service being given to the idea of using brownfield sites.
- Oldham Council has misrepresented the figures of Green Belt loss to its residents.
- Proposals go against the five purposes of the Green Belt. Hanging Chadder performs all of them.
- National Planning Policy Framework states boundaries can only be changed in exceptional circumstances and there are no exceptional circumstances to justify the GMSF proposals.
- Hanging Chadder does not adequately meet the GMSF Site Selection Criteria.

Brownfield

- Use the inner areas for additional housing. The borough needs affordable housing in these areas, near to Metrolink stops.
- Change half the town centre from redundant shops to housing by re-zoning, conversion or re-construction.
- A number of empty buildings in Shaw town centre should be invested in as shopping habits have changed.
- Brownfield areas should be utilised instead.
- There are Brownfield sites and land with existing planning permission in the borough to satisfy at least the next five-year's demand.
- Oldham is full of sites with old mills that need to be demolished and the sites used.
- It would be more logical to use brownfield sites to build smaller, affordable homes to buy or rent.
- The current brownfield sites in Oldham cover 95.5 hectares. At the GMSF's own current projection of up 70 houses per hectare, Oldham has the capacity to develop over 6,600 houses on brownfield alone.

Transport – Highways / Public Transport / Cycling / Walking

- Traffic, congestion and road safety are already a problem in the local area. Further development and the ensuing increase in vehicles will only worsen the situation.
- Recent road collapses (related to flooding) in the area evidence the inability of the roads to accept more traffic.
- A suitable and sufficient Traffic Risk Assessment of the proposals impacts on schoolchildren, pedestrians and other vulnerable road users and the inevitable increase in pollution should be carried out.
- Proposals will put an increased pressure on Rochdale Road, which is the main road from Rochdale to Oldham used for the hospital A&E department.
- There is little opportunity to expand the road without the demolition of homes.
- Thornham Old Road becomes an unadopted lane from where the current houses cease. This lane currently provides safe access to hikers, dog-walkers and horse-riders to paths extending to the Tandle Hill Country Park and War Memorial.
- The proposed bus lane is not possible there are already parked cars on Grasmere Road from the yellow lines already on Rochdale Road.
- Increased pressure on Metrolink service, which is already too busy.
- Royton sits in a critical public transport vacuum.

- The current transport infrastructure does not even provide simple things like enough parking at the metro stops.
- Focussing on improving cycling routes and making cycling 'the natural choice for short journeys' is not going to provide a realistic transport solution in an area where bad weather and steep gradients are common.
- The scale of development is likely to give rise to traffic impacts on a cumulative level at the Strategic Road Network (SRN).

Physical Infrastructure and utilities

- Increased pressure on Metrolink service, which is already too busy as residents from Saddleworth come to Shaw to use the Metrolink.
- The whole proposal is termed 'Strategic' but for a long-term strategic plan, the local infrastructure should first be considered.
- Infrastructure is not in place to support the proposals.
- The current water supply, drainage and sewer systems in this part of Royton date from the 19th century and are at full capacity, a recent sewer collapse, which closed the main arterial route between Oldham, Royton and Rochdale for a week, proves this.
- The water supply at present is very poor with low water pressure.
- Local electricity and gas supplies date back to the early/mid-20th century and were never designed to cater for the modern energy consumption levels. Localised power cuts due to overloaded/faulty substations are commonplace.
- Should seek legally binding agreements with developers to secure the necessary improvements to the road network, health and social care facilities and education facilities.

Social Infrastructure

- The whole proposal is termed 'Strategic' but for a long-term strategic plan, the local infrastructure should first be considered.
- The proposed development around the Royton area would double the population of Thornham and require considerable costly infrastructure and facilities.
- The infrastructure is not in place to support the proposals.
- Lack of facilities/ services in local area, such as health centres, dentists, schools and swimming pools. (Shaw swimming pool was not replaced when demolished).
- Pressure on existing services and facilities - hospitals in the area and doctors surgeries are already overcrowded and difficult to get appointments.
- There is currently a lack of amenities such as pubs and banks.
- Fire stations are to close, engines axed and the support staff reduced by 100. Oldham Fire Service is to lose an engine. The already overstretched fire service will not be able to cope with increased housing.
- Should seek legally binding agreements with developers to secure the necessary improvements to the road network, health and social care facilities and education facilities.
- New supermarkets are needed and ones that are accessible without a car.

Environmental – Green Infrastructure, Biodiversity, open space

- We need green spaces; they are the lungs of our areas.
- Proposals will involve the loss of recreational uses of the site and Green Belt more widely for children and young people.
- Building on Green Belt does not show a desire to improve green space.
- Building here would diminish the striking views across the valleys into surrounding countryside and, the proposed uses would introduce a level of noise and air pollution completely at odds with the Tandle Hills Country Park.
- Impact on wider eco-system with the loss of this wildlife will affect the food chain of birds of prey that hunt on Tandle Hill / Throp.

- What compensatory provision in the form of new and/or improvement of existing open space, sport and recreation facilities' will be provided in the local area.
- The Royton Moss Site of Biological Importance lies within the development area. Proposals should protect the hydrology of the Royton Moss Local Wildlife Site. Where existing features cannot be incorporated these must be replaced and enhanced, as well as maintaining and improving linkages to the wider ecological network.
- The absence of any accompanying analysis of the natural capital of this allocation, and specifically of its habitats & species of principal importance and its ecological networks preclude further objective nature conservation comment on the justification for the selection of this site.
- The pond on Hanging Chadder adjacent to Castleton Road is a valuable community asset. The pond supports a wealth of wildlife.
- Development of this land will result in the loss of a recreational facility.
- Hanging Chadder is farmland used for grazing and hay. It also has an ecosystem that provides a habitat supporting a wide variety of wild life, invertebrates, birds, mammals and fish.
- Loss of this land will have an adverse impact on nature conservation.
- The area has a complex topography composed of steep hills, hedgerows, copses, areas of marshland, ponds and a stream fed by network of natural springs allowing nature to survive alongside farming. A natural system for reducing flood risk.
- Tyle Lodge on Thornham Old Road is on the proposed site and is a valuable community facility. It provides an important angling facility for local fishing families, including new facilities for the disabled.
- Wildlife needs to travel. All habitats and ecosystems are linked. Damage the Green Belt and it will have an ongoing detrimental effect on wildlife in the surrounding areas.
- The developers are supposed to have regard to the visual impact of the site on the wider landscape. As the site lies on a hill, the houses will be visible from a distance, and the open views of the countryside would be spoilt.
- Royton is home to Tandle Hill Country Park, which is heavily used particularly by families and dog walkers.
- If this site is developed, the low quality adjoining farmland should be converted to a forest to increase biodiversity.

Air Quality

- Any access opposite Thornham St James' school would have an adverse effect on air pollution.
- Air pollution on Rochdale Road, Castleton Road and Fir Lane is tangible.
- More traffic leads to more air pollution. Removing trees and vegetation will make this worse, consequence more asthma and COPD.
- GMCA's website for Air Quality clearly shows an Air Quality Management Area (AQMA) on Crompton Way, Shaw. The pollution levels were already exceeding the national safety objective.
- A recent report stated Greater Manchester has the highest levels of hospital visits in the UK from Asthma related conditions.
- Air pollution rates in Shaw and Royton are some of the highest in the country these proposals will only worsen this problem.

Flood risk

- The site is prone to flooding. Building houses there will only make this situation worse for existing residents.

- The current water supply, drainage and sewer systems that would be expected to serve the site date back to 19th century and are already at full capacity. Blocking natural springs will cause further problems.
- The loss of trees and natural ground cover on this site will worsen flooding here.

Heritage

- Negative impact on character of countryside, old weaver's cottages and beautiful farmland.
- The area around for at least 2 miles around Tandle Hill is important green belt and historic landscape. Includes ancient field patterns, old tracks and lanes, the 15th-century Cinder Hill Farm at Thornham Fold, many 17th, 18th and 19th-century cottages, a toll bar cottage, and Gerrard's Wood and stream celebrated in Samuel Bamford's poem 'My Wynder'.

Other

- Concerned for the farm/farming that is adjacent to the proposed land.
- Criticism of consultation process, publication, methods and online portal.
- There are a number of historic landfill sites within this strategic allocation. In line with other Allocation Policy approaches and to comply with the National Planning Policy Framework (Para 120-121) additional wording should be included to reflect the approach on this issue.

Response to comments:

Principle / scale of development:

The site selection paper identifies that Hanging Chadder meets the following site selection criteria:

- **Criteria 7** - as the sites within the area of search that Hanging Chadder is located, collectively could deliver significant local benefits by addressing the issue of a lack of larger family homes which are needed in Oldham.

In terms of the GMSF Spatial Strategy and Strategic Objectives, Hanging Chadder is capable of delivering around 260 houses, with a mix of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs. As such the allocation contributes to the spatial objective of boosting Northern Competitiveness, within the boroughs of Bolton, Bury, Oldham, Rochdale, Tameside, Wigan and west Salford, through contributing to meeting the housing need across Oldham.

Housing (inc affordable housing):

The housing methodology is covered in the Housing Background Paper.

The Housing Background Paper sets out Greater Manchester's Housing Need, including how each district will meet their own housing need and the collective need of GM. It sets out the proposed methodology for meeting this need across the 10 districts and how this is intended to be delivered in line with the objectives of the plan as a whole. Oldham's current Local Housing Need (LHN) based on the government's standard methodology is for 692 new homes per year. The GMSF 2020 sets out a proposed housing requirement for Oldham of 693 new homes per year, based on the government's standard methodology and the methodology set out in the Housing Background Paper.

Compared to the GMSF 2019, Oldham's housing need, as set out in the GMSF 2020, has been reduced from 106% of our LHN to 100% of our LHN. This is to

ensure Oldham meets its local housing need, whilst protecting as much Green Belt land as possible.

The 2020 allocation policy states that development will be required to provide a range of dwelling types and sizes, to deliver more inclusive neighbourhoods and meet local needs, including the delivery of a mix of high-quality family housing. It is considered that 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.

In the 2020 GMSF, Chapter 7 'Homes for Greater Manchester' and Policy GM- H2 sets out the approach
to affordable housing across GM and supports the provision of affordable housing, eith or off-site, as part of new development, with locally appropriate requirements being set each local authority. The 2020 allocation policy states that the development will make provision for affordable homes in line with local planning policy requirements. A Housir Strategy and Local Housing Needs Assessment has been prepared by Oldham Counc which will inform Local Plan affordable housing policy.

Employment and Economy:

Chapter 6 'A Prosperous Greater Manchester' of the 2020 GMSF sets out the approach to employment and skills across GM, in that the plan will contribute to enhancing the supply of employment opportunities at a variety of skill levels throughout Greater Manchester to achieve more inclusive growth. Policy GM-P 2 sets out that a diverse range of employment sites and premises, both new and second-hand, will be made available across Greater Manchester in terms of location, scale, type and cost. Approximately 344,067sqm of employment floorspace is proposed for development within Oldham from 2020 to 2037. This is comprised of 70,826sqm office floorspace and 273,241sqm industry and warehousing floorspace. 120,000sqm of the industry and warehousing employment floorspace is at GM Policy Allocation 2 Stakehill and 21,720sqm is at the Broadbent Moss allocation.

Oldham's identified employment supply will be available as part of the evidence to support GMSF 2020.

Green Belt:

A Green Belt Harm Assessment has been carried out to inform preparation of the GMSF. The case for exceptional circumstances relating to Hanging Chadder will be set out in the allocation's topic paper.

There has been a significant reduction in proposed Green Belt release within Oldham, with approximately 50% less Green Belt proposed for release in GMSF 2020 plan compared to the GMSF 2019. The GMSF 2019 released 363.7ha of Green Belt. GMSF 2020 proposes to release around 188ha of Green Belt.

The 2020 allocation policy requires development to contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment.

Brownfield:

Since the Draft Plan 2019, Oldham Council has carried out a comprehensive and robust review of the borough's housing land supply, significantly increasing the housing land supply within the urban area. This including emerging findings from our draft Mill Strategy, the recently completed Retail and Leisure Study and the council's aspiration for Oldham Town Centre as part of Creating a Better Place. The current housing land supply position will be available as part of the evidence to support GMSF 2020.

There are a number vacant and / or under-utilised employment sites included in Oldham's baseline housing land supply, which have been identified as having potential for residential development at some point in the future. Many of these are active employment sites or sites last used for employment purposes, such as Hartford Mill and Maple Mill.

The GMSF adopts a 'brownfield preference' policy and sets out how we (the GMCA and the ten GM districts) will do all that we can to make sure that our brownfield sites comes forward in the early part of the plan period. 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. However, this additional housing land identified is still not enough to meet our local housing need. Therefore, whilst we understand the significant concerns the local community has expressed in the previous consultations regarding the proposed strategic allocations there is still a need to release land from the Green Belt for future development.

Transport – Highways / Public Transport / Cycling / Walking:

Transport for Greater Manchester (TfGM) appointed consultants to undertake locality assessments for each of the proposed strategic allocations. The locality assessments have considered access to the site and identified mitigation measures needed to minimise the impact of the proposed development on the local highway network, the strategic highway network (where appropriate), and multi-modal access (including public transport, cycling and walking). As part of identifying necessary local highway mitigation measures consideration has been to the cumulative impact of this site and other proposed strategic allocations within the area as appropriate.

The modelling used in the assessments is a 'worst case' scenario as it does not take full account of the extensive opportunities for active travel and public transport improvements in the local area. The site allocation access arrangements have been developed to illustrate that there is a practical option for site allocation access in this location and to develop indicative cost estimations. Detailed design's consistent with Greater Manchester's best practice Streets for All highway design principles will be required at planning application stage.

The 2020 allocation policy sets out that development of the site will be required to:

- 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 off Castleton Road, near to the junction with Garden Terrace, which will link to the spine road running through the site, and a new access off Rochdale Road to the small parcel north of Grasmere Road. An emergency/controlled secondary access will be required onto Castleton Road and access to the farm retained;

- Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding area, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities, such as waiting facilities at bus stops near the site; and

- Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas, so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside, and provide opportunities for leisure and recreation.

TfGM have also identified the A627/A671 corridor between Rochdale – Oldham – Ashton within the first tranche of the Streets for All corridor studies programme 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.

Physical infrastructure and utilities:

Policy GM E1 Sustainable Places of the 2020 GMSF sets out a series of criteria relation to design and the delivery of the attractive places, including a requirement that new development to be supported by critical infrastructure, such as energy, water and drainage and green spaces.

The 2020 allocation policy requires any development to be in accordance with a comprehensive masterplan and Design Code agreed by the local planning authority to prevent the site coming forward piecemeal.

Social infrastructure:

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. The 2020 allocation policy outlines that as part of the development, developers will be required to contribute to additional school places, and appropriate health facilities and community facilities, where appropriate and in liaison with the local authority.

In addition to the requirements set out in the 2020 allocation policy:

- Policy GM-E 5 Education of the 2020 GMSF states that significant enhancements in education, skills and knowledge will be promoted throughout Greater Manchester by enabling the delivery of new and improved education, skills and knowledge for all ages and the delivery of sufficient school places to respond to the demands from new housing.

- Policy GM–E 6 Health of the 2020 GMSF states that new development will be required to maximise its positive contribution to health and well-being through the submission of Health Impact Assessments for all development proposals which require an Environmental Impact Assessment. Improvements in health

facilities will be supported, by requiring, where appropriate, the provision of new or improved health facilities as part of new developments that would significantly increase demand.

Environmental – Green Infrastructure, Biodiversity, open space:

A Preliminary Ecological Appraisal has been carried out by Greater Manchester Ecology Unit for this site to inform the GMSF. The appraisal identifies ecological features onsite, the extent to which development of the site would impact on these features, and the mitigation required. This has informed the allocation policy.

The 2020 allocation policy sets out that development of the site is required to:

- Deliver multi-functional green infrastructure (incorporating the retention and enhancement of existing public rights of way) and high-quality landscaping within the site and around the main development areas, so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside, and provide opportunities for leisure and recreation;

- Have regard to the recommendations of the Greater Manchester Landscape Character and Sensitivity Assessment for the Pennines Foothills South / West Pennines;

- Retain and enhance areas of biodiversity within the site following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating existing water features across the site as part of the multi-functional green infrastructure network;

- Provide further surveys on phase 1 habitat, amphibians, bats and badgers to inform any planning application;

- Have regard to the findings of the Greater Manchester Stage 2 Green Belt Study Harm Assessment, including mitigation measures to mitigate harm to the Green Belt; and

- Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment.

The 2020 allocation policy also states that development of the site will be required to provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surplus' and deficiencies, in line with local planning policy requirements.

The reasoned justification to the 2020 allocation policy sets out that development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

Air Quality:

Air Quality is covered by Policy GM-S 6 Clean Air of the 2020 GMSF which sets out a range of measures to support air quality. Government has directed Greater Manchester to produce a Clean Air Plan. The ten districts have chosen to do this

collectively. In March 2019 the GM Authorities determined the best performing option to reduce NO2 across GM and agreed the submission of the Outline Business Case (OBC) to Government. A public consultation on the draft Clean Air Plan will be carried out in October/November 2020.

Flood Risk:

A Level 1 Strategic Flood Risk Assessment has been carried out to inform the GMSF and the proposed strategic allocations, including Hanging Chadder. The SFRA mapped the allocation's flood risk, identified mitigation measures that may be appropriate and informed the allocation policy wording.

The 2020 allocation policy sets out that development of the allocation should be informed by an appropriate flood risk assessment and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network, and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored.

Heritage:

Oldham Council has prepared a Heritage Impact Assessment (HIA) for each of its strategic allocations to inform the GMSF. The outputs of which have informed the policy wording for this allocation.

The 2020 allocation policy sets out that development will be required to:

- Conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications; and

- Take into consideration the findings of the Greater Manchester Historic Environment Assessment Screening Exercise and provide an up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed.

Landfill/ contamination:

The 2020 allocation policy has been amended to require any development to incorporate necessary remediation measures in areas which are affected by contamination and have been previously worked for landfill purposes.

Other:

Consultation on the 2019 GMSF was an informal consultation. As such, the GMCA has fulfilled its objectives to consultation. The ten authorities of Greater Manchester carried out consultation in line with their requirements as set out in their district's Statement of Community Involvement (SCI). Oldham has fulfilled its commitments as set out within its SCI. The full 2019 consultation report is available at

www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework.

Please see GMSF 2020 for the full allocation policy wording and reasoned justification.

GM Allocation 18: Robert Fletchers (318 comments)

It was felt that this allocation is located in the some of the highest quality of green belt in the region and that the development does not provide a buffer between the edge of Greenfield and the Peak District National Park as well as taking away farm land. It was suggested that the land remaining as Green Belt should be excluded from the allocation.

With regards to the housing itself the actual number of homes proposed is objected to and these should not be executive types but more affordable for locals. The phasing of the development should be clearer and defined in the plan with the mill site being developed first with a mix of uses. It was highlighted that calling the site Robert Fletchers is misleading as the site is much bigger than just the mill site.

There were concerns over congestion and in particular queues of traffic at Greenfield, chew valley which is already currently road busy and unable to be widened, the A635 as well as the impact of and on Dove Stones. Car parking is already a huge issue at Greenfield Station and at Dove Stones which also raises Issue for emergency vehicles.

It was felt that the access points into the site need to be reviewed, that public transport did not serve the area well at all and that the character of the area could be damaged with negative effects on tourism, ecology and green infrastructure. There were a number of comments that said holiday lodges should not be included in the plan.

Principle / scale of development
• One village is carrying Saddleworth's new housing. Development should be spread around Saddleworth. In comparison to the local population, this is not acceptable. • The site should be developed as a cultural, historical and environmental centre creating jobs to sustain the economy. • The zoning indicted on the concept plan is reflected in the red line allocation to remove uncertainty regarding land use. • Amount and type of retail and leisure floorspace should be defined.
Housing (inc affordable housing)
• The proposals should use the Office for National Statistics 2018 figures. Targets are not mandatory. A deviation can be accepted. • If a 10% housing figure is to be maintained for Saddleworth the plan does not address how this will be met. • A large percentage of housing in the area is unoccupied. • Feel disappointed that the housing targets and the land allocations have been reduced in the face of opposition. • 170 homes could be provided by apartments of varying sizes in the style of local mill architecture. • There is no need for executive housing, which is spoiling the character of the area. • Emphasis should be on high density. • There is a conflict between high density and character. Large plots are less environmentally damaging. • Affordable housing is not defined and more would be welcome.
Employment and Economy
• There is plenty of space at Dovestones to exploit the commercial opportunities without the need for high value housing. • Supportive of more employment on this site. • The employment projections are inflated. • Development will not provide long-term employment opportunities.

Green Belt

- Disagree with building on Green Belt land.
- Proposed development means we will lose farming land used for grazing.
- Proposals are not in in line with the National Planning Policy Framework. There are no exceptional circumstances under which land can be released from the Green Belt.
- Moving the boundary closer to the mill site is welcomed.
- Boundary should be redrawn to remove land that is remaining as Green Belt.
- Only development on the Green Belt should be a small visitor centre at the site of the public toilets.
- The development should include a buffer between the edge of Greenfield village and the National Park.
- Green Belt land should not be used to pay for the clean-up of the mill.
- There should be more family housing sites in more suburban areas. This will require a larger release of Green Belt or protected open land.

Brownfield

- There are enough brownfield sites around this area. Focus on reusing derelict sites and town centres.
- Brownfield sites should be prioritised for development.
- Paragraph 11.128 does specify the boundary of the brownfield land (Robert Fletchers mill complex) and the boundary of the greenfield land to the west. It does not mention the area of Green Belt land to east of Fletchers Mill and along half of the existing mill access road, although this is shown on the map on page 258.
- This site could be restricted to 50 units and housing spread elsewhere.
- There needs to be a legal agreement for the whole site to ensure timed phasing so the brownfield part of the site comes forward in a timely matter.

Transport – Highways / Public Transport / Cycling / Walking

- There are already traffic queues into and out of Greenfield. Further development and the ensuing additional traffic would cause too much of an unacceptable strain on roads.
- The scale of the allocation is unlikely have the potential to give rise to traffic impacts at the Strategic Road Network on either an individual or a cumulative level.
- Spine Road would be visually intrusive, having major landscape and biodiversity impacts.
- Access should be informed by a Visitor Management Strategy, which separates residential and commercial traffic from the tourist traffic.
- Uncertainty whether the access road from the Clarence and between Inglenook and the cottages is wide enough for two-way traffic.
- Request for two-way traffic to the mixed-use site with public transport turnaround and possible closure of Banks Lane to vehicular traffic (or one-way inbound).
- No access is shown on the plan to the units facing “site B”. Currently these use the single-track road that is going to be extended to access sites B & C, there are many heavy wagons delivering to these units on a daily basis. The new road to be around the rear of the mill to access “sites D & E” is also going to be used on a daily basis for wagons entering and leaving the mill and the units. This is dangerous.

Physical Infrastructure and utilities

- United Utilities assets and associated easements need to be afforded due regard in the master planning process. They may affect deliverability dependent on the location within each allocation.
- Roads will have to be dug up to implement utilities, which would affect businesses.

Social Infrastructure
• Already at full capacity, taking weeks to get appointments. Previous development has resulted in little upgrading of social infrastructure. • There is currently a lack of infrastructure.
Environmental – Green Infrastructure, Biodiversity, open space
• Development must enhance the setting and incorporate wildlife features. • Concerned that development will harm the landscape, character, beauty, views and village setting. • Site is a natural beauty spot used for recreation. The proposals will take away recreation, health and well-being space. • Footpaths need to be designed to withstand pressure of an increased local population. • Concerns that development and activity will have a negative impact on habitats for feeding, hunting, breeding etc. • Development will result in the loss of trees. Tree buffers need to be considered. • The existing mill road should be kept open for pedestrians and cyclists from the Clarence to Dovestones Reservoir. • Support the retention and improvement of the existing sports fields and recreational facilities. • Unlikely that the disused football field will be reused for formal recreation purposes as no demand. It could be utilised for residential development instead. • Important that good quality accessible space is included within sites to reduce impact on designated nature sites, including dog walking.
Air Quality
• Extra traffic will cause further air pollution. • More carbon will be released from loss of the Green Belt. • Development should be energy efficient. • The 2016 GMSF allocation wording for Robert Fletchers stated that the development would need to 'ensure high quality design that is environmentally driven including the use and water harvesting and recycling, maximum energy efficiency through good building design and fuel efficient technology, a significant reduction of car usage and household recycling facilities'. This has been excluded from the GM Allocation 18.
Flood risk
• The area is a flood plain. Development will increase surface water run-off. Drainage will not cope with further development. • Statement that there will be no increase in reservoir management requirements because of new downstream receptors. There will be no increase in safety rating or spillways capacity requirements.
Heritage
• Development will harm the historic village of Greenfield. • Should explore adapting some of the existing mill buildings to maintain a connection with their historical significance and past life of the village.
Other
• Would support a mixed development in keeping with the needs of the village on this site. • Remediation costs will be considerable. Until understood housing numbers should not be capped. • The allocation and the GMSF as a whole needs to mention Section 62(2) of the Environment Act 1995 that requires all public authorities to have a duty of care to the Peak District National Park. • Development risks damaging the tourism offer, people enjoy the area for the views. • Dovestones should be retained as a local beauty spot.

- Dovestones already cannot cope with the amount of weekend visitors and cars. There is no accessibility strategy for Dovestones.
- Disagree with plans for a hotel. Policy does not state where hotel would be and whether this would be new build.
- Support a hotel in Greenfield House. Policy needs to give certainty that hotel will be boutique in nature. Suggested text given
- GMSF is a strategic plan. Holiday lodges and hotel will not meet strategic objectives. Policy should just say expansion would need to satisfy Green Belt tests.
- Support a visitor centre. Should be minimal, low energy and make use of an existing building. Detail on location of visitor centre needs to be provided.

Response to comments:

Principle / scale of development:

The site selection paper identifies that Chew Brook Vale (Robert Fletchers) meets site selection criteria:

- **Criterion 1** - Land which has been previously developed and/or land which is well served by public transport.
- **Criterion 7** - Land that would deliver significant local benefits by addressing a major local problem/issue.

In relation to criterion 1 the site is made up of at least 30% previously developed land.

In relation to criterion 7 the site offers a unique opportunity to create an exemplar visitor destination at the gateway to the Peak District National Park on a largely previously developed site. Development of the site would also enable the redevelopment of Greenfield Mill which is currently derelict and vacant. Due to the scenic location of the site, it is an attractive location for larger and bespoke housing, providing a distinctive offer to the borough's housing market. There is however 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. The site therefore provides an opportunity to enhance Oldham's housing offer and contribute to meeting Oldham's housing need, providing both low-density family and executive homes and affordable homes.

The high-level indicative concept plan prepared by Oldham Council has been used to inform how the site may be developed and the allocation policy wording. The policy wording requires any development to be in accordance with comprehensive masterplan and Design Code agreed by the local authority, including phasing arrangements

The policy wording states that any development will be required to deliver a mixed-use area on the site of the former Robert Fletchers Mill that will provide a range of commercial, leisure and retail facilities to support tourism and leisure facilities, of up to 6,000 sqm, connected to its gateway location to the Peak District National Park and capitalising on its proximity to Dove Stone Reservoir.

Housing (incl. affordable housing):

The housing methodology is covered in the Housing Background Paper.

The Housing Background Paper sets out Greater Manchester's Housing Need, including how each district will meet their own housing need and the collective need of GM. It sets out the proposed methodology for meeting this need across the 10 districts and how this is intended to be delivered in line with the objectives of the plan as a whole. Oldham's

current Local Housing Need (LHN) based on the government's standard methodology is for 692 new homes per year. The GMSF 2020 sets out a proposed housing requirement for Oldham of 693 new homes per year, based on the government's standard methodology and the methodology set out in the Housing Background Paper.

Compared to the GMSF 2019, Oldham's housing need, as set out in the GMSF 2020, has been reduced from 106% of our LHN to 100% of our LHN. This is to ensure Oldham meets its local housing need, whilst protecting as much Green Belt land as possible.

The GMSF 2020 sets out details of the existing housing land supply (2020-2037) for GM and the ten districts, including Oldham. The total homes delivered through the proposed strategic allocations is 2,597. The remaining 10,955 homes form the baseline housing land supply. The current housing land supply position will be available as part of the evidence to support GMSF 2020.

The site provides the potential to provide a range of high-quality family and executive 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. There is however 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. The policy wording states that development will be required to deliver around 170 homes with a mix of low-density family and executive homes and affordable homes of 2 and 3 bedrooms, in line with local planning policy requirements.

With regards to the style, design and density the allocation policy states that development will be required to:

- Be in accordance with a comprehensive masterplan and Design Code agreed by the local authority, including phasing arrangements; and
- Ensure high quality design that is environmentally driven, including water harvesting and recycling, maximum energy efficiency through good building design and fuel-efficient technology, a significant reduction of car usage and household recycling facilities.

Policy GM-H4 'Density of New Housing' of the 2020 GMSF sets out that 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. The policy includes minimum density requirements.

In the 2020 GMSF, Chapter 7 'Homes for Greater Manchester' and Policy GM- H2 sets out the approach to affordable housing across GM and supports the provision of affordable housing, either on or off-site, as part of new development, with locally appropriate requirements being set by each local authority. The allocation policy states that development will be required to provide for affordable homes in line with local planning policy requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform Local Plan affordable housing policy.

Employment and economy:

The 2019 GMSF proposed around 2,500sqm of B1 employment floorspace as an extension to the provision at Waterside Mill, which is to be retained as part of the allocation. Updated flooding evidence (see below) shows that this part of the site falls

within Flood Zone 3b. This element of the proposed strategic allocation as therefore been removed. The allocation policy continues to require development of this site to deliver a mixed-use area on the site of the former Robert Fletchers Mill that will provide a range of commercial, leisure and retail facilities to support tourism and leisure facilities, of up to 6,000 sqm, connected to its gateway location to the Peak District National Park and capitalising on its proximity to Dove Stone Reservoir.

Green Belt:

A Green Belt Harm Assessment has been carried out to inform preparation of the GMSF. The case for exceptional circumstances relating to Chew Brook Vale (Robert Fletchers) will be set out in the allocation's topic paper.

The allocation policy requires development to retain a strategic area of Green Belt in the eastern half of the site to maintain separation between the development area and Dove Stone Reservoir and the Peak District National Park.

Brownfield:

Since the GMSF 2019, Oldham Council has carried out a comprehensive and robust review of the borough's housing land supply, significantly increasing the housing land supply within the urban area. This includes emerging findings from our draft Mill Strategy, the recently completed Retail and Leisure Study and the council's aspiration for Oldham Town Centre as part of Creating a Better Place. The current housing land supply position will be available as part of the evidence to support GMSF 2020.

The GMSF adopts a 'brownfield preference' policy and sets out how we (the GMCA and the ten GM districts) will do all that we can to make sure that our brownfield sites comes forward in the early part of the plan period. 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. However, this additional housing land identified is still not enough to meet our local housing need. Therefore, whilst we understand the significant concerns the local community has expressed in the previous consultations regarding the proposed strategic allocations there is still a need to release land from the Green Belt for future development.

The allocation policy states that development will be required to be in accordance with a comprehensive masterplan and Design Code agreed by the local authority, including phasing arrangements.

Transport – Highways / Public Transport / Cycling / Walking:

Transport for Greater Manchester (TfGM) appointed consultants to undertake locality assessments for each of the proposed strategic allocations. The locality assessments have considered access to the site and identified mitigation measures needed to minimise the impact of the proposed development on the local highway network, the strategic highway network (where appropriate), and multi-modal access (including public transport, cycling and walking). As part of identifying necessary local highway mitigation measures consideration has been to the cumulative impact of this site and other proposed strategic allocations within the area as appropriate.

The modelling used in the assessments is a 'worst case' scenario as it does not take full account of the extensive opportunities for active travel and public transport improvements in the local area. The site allocation access arrangements have been developed to illustrate that there is a practical option for site allocation access in this location and to

develop indicative cost estimations. Detailed design's consistent with Greater Manchester's best practice Streets for All highway design principles will be required at planning application stage.

In relation to transport and highways, the allocation policy sets out that development of the site will be required to:

- Provide a new access point to the site at off the A669 / A635, including a new bridge structure;

- Take account of and deliver other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve access to the surrounding area, including off-site highway improvements, high-quality walking and cycling and public transport facilities, including opportunities for bus service provision into the site; and

- Incorporate multi-functional green and blue infrastructure and high levels of landscaping so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. This should include footpath networks and recreation routes that incorporate existing trees, hedgerows, habitat areas and mill / fishing ponds, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas.

The allocation policy requires development to be informed by, and deliver the recommendations of, an appropriate visitor management plan to ensure that there is no adverse impact on Dovestone Reservoir, the Peak District National Park and designated conservation areas. Development must have regard to the duty to care for the Peak District National Park under Section 62(2) of the Environment Act.

Physical infrastructure and utilities:

Policy GM E1 Sustainable Places of the 2020 GMSF sets out a series of criteria relating to design and the delivery of the attractive places, including a requirement that new development be supported by critical infrastructure, such as energy, water and drainage and green spaces.

Social Infrastructure:

In relation to social infrastructure, 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. The allocation policy therefore outlines that as part of the development, developers will be required to contribute to additional school places, and appropriate health facilities and community facilities, where appropriate and in liaison with the local authority. Oldham Council are currently working on developing a methodology for contributions for Education, informed by local evidence of school place provision.

In addition to the requirements set out in allocation policy:

- Policy GM-E 5 Education states that significant enhancements in education, skills and knowledge will be promoted throughout Greater Manchester by enabling the delivery of new and improved education, skills and knowledge for all ages and the delivery of sufficient school places to respond to the demands from new housing.

- Policy GM–E 6 Health of the 2020 GMSF states that new development will be required to maximise its positive contribution to health and well-being through the submission of Health Impact Assessments for all development proposals which require an Environmental Impact Assessment. Improvements in health facilities will be supported, by requiring, where appropriate, the provision of new or improved health facilities as part of new developments that would significantly increase demand.

Environmental – Green Infrastructure, Biodiversity, open space:

Work carried out for the Habitat Regulation Assessment (HRA) has considered whether, given the proximity of the site to the Special Protection Area (SPA), it has potential to be functionally linked to the SPA; that is, birds using the SPA may also make use of this site. Evidence acquired by GMEU to inform the HRA process shows that Chew Brook Vale (Robert Fetchers) is not functionally linked to the South Pennine Moors SPA. Nevertheless, the allocation policy requires development to ensure that it does not have an adverse impact on the integrity of the nearby SPA and Special Area of Conservation (SAC). The recommendations from the HRA must be considered.

A Preliminary Ecological Appraisal has been carried out by Greater Manchester Ecology Unit for this site to inform the GMSF. The appraisal identifies ecological features onsite, the extent to which development of the site would impact on these features, and the mitigation required. This has informed the allocation policy.

The 2020 allocation policy sets out that development of the site is required to:

- Retain and enhance the hierarchy of biodiversity within the site, notably the areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of multi-functional green infrastructure network with the wider environment;

- Provide a Habitat Regulations Assessment and further surveys on extended phase 1 habitats, bats, amphibians (including great crested newts), water voles and birds to inform any planning application;

- Be designed to relate positively to Chew Brook and other watercourses running through the site, integrating them as part of a multi-functional green infrastructure network, through creating a green route along the river / brook, ensuring that development is set back to allow ecological movement; and

- Protect and enhance the habitats and corridor along Chew Brook to improve the existing water quality and seek to achieve ‘good’ status as proposed under the EU Water Framework Directive, including the protection and enhancement of semi-natural habitats and promotion of their public enjoyment.

The allocation policy also requires any development to be informed by, and deliver the recommendations of, an appropriate visitor management plan and incorporate multi-functional green and blue infrastructure and high levels of landscaping so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside. This should include footpath networks and recreation routes that incorporate existing trees, hedgerows, habitat areas and mill / fishing ponds, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas.

Air Quality:

Air Quality is covered by Policy GM-S 6 Clean Air of the 2020 GMSF which sets out a range of measures to support air quality. Government has directed Greater Manchester to produce a Clean Air Plan. The ten districts have chosen to do this collectively. In March 2019 the GM Authorities determined the best performing option to reduce NO2 across GM and agreed the submission of the Outline Business Case (OBC) to Government. A public consultation on the draft Clean Air Plan will be carried out in October/November 2020.

Flood Risk:

A Level 1 Strategic Flood Risk Assessment has been carried out to inform the GMSF and the proposed strategic allocations, including Chew Brook Vale (Robert Fletchers). An Exceptions Test was required for Chew Brook Vale to demonstrate that flood risk can be managed satisfactorily. A Level 2 SFRA was carried out and further detailed work to inform the exceptions test. The SFRA mapped the allocation's flood risk, identified recommendations and mitigation measures that may be appropriate and informed the allocation.

The criterion '*Ensure high quality design that is environmentally driven, including water harvesting and recycling, maximum energy efficiency through good building design and fuel-efficient technology, a significant reduction of car usage and household recycling facilities'* has been reinstated as part of the allocation policy.

The allocation policy requires any development to be informed by an appropriate flood risk assessment, which takes account of any recommendations from the Strategic Flood Risk Assessment Exceptions Test, 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.

The allocation policy goes on to say that any development must avoid Flood Zone 3b and deliver any appropriate recommendations, including mitigation measures, ensuring development is safe and does not increase flood risk elsewhere. Natural sustainable drainage systems should be integrated to control the rate of surface water run-off. A detailed topographical study may be required. Proposals should be integrated as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA). Opportunities to use natural flood management and highway SUDs features should be explored.

Heritage:

Oldham Council has prepared a Heritage Impact Assessment (HIA) for each of its strategic allocations to inform the GMSF. The outputs of which have informed the policy wording for this allocation. The allocation policy states that development will be required to conserve and enhance heritage assets and their setting, in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications.

The allocation policy states that development proposals should seek opportunities to secure and enhance the sustainable use of Greenfield House and other non-designated heritage assets, including their settings. The use of local materials and high- level landscaping will be required. The reasoned justification also goes on to say that any development proposals should have regard to the findings and recommendations of the

Oldham Mill Strategy and that 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.

Other:

In terms of managing the impact of the proposed development on the environment and the local area, the allocation policy requires any development to be informed by, and deliver the recommendations of, an appropriate visitor management plan to ensure that there is no adverse impact on Dove Stone Reservoir, the Peak District National Park and designated conservation areas. The policy also states that development must have regard to the duty to care for the Peak District National Park under Section 62(2) of the Environment Act.

Reflecting the site's proximity to Dove Stone Reservoir, there are aspirations for the following uses in the eastern section of the site - a modest expansion to the existing holiday lodge facility through the inclusion of 10 to 15 pods, a boutique hotel and a visitor education centre linking to the reservoir, in partnership with the RSPB and United Utilities. Opportunities for the sustainable re-use and enhancement of Greenfield House, including its setting, should be explored. These elements have been moved from the policy to the reasoned justification reflecting that the eastern section of the site would remain in the Green Belt and any development within this area would be determined in line with relevant national planning policy.

Please see GMSF 2020 for the full allocation policy wording and reasoned justification.

GM Allocation 19: South of Rosary Road (104 comments)

There were particular concerns about site access particularly with the use of Simkin Way / Saint Cuthberts Fold / Mills Farm Close. It was felt that this access is too narrow with no pavements and that it would not be possible for this to be widened. If the development does go ahead it was suggested that access should be from Fitton Hill.

There were also major concerns around the loss of local ecology and in particular regarding the impact on the Site of Biological Importance.

Housing (inc affordable housing)

- Placing affordable housing in a deprived area will decrease existing residential property values.
- The area has enough affordable housing and needs property sold at full market value to help people who own properties.
- The housing put forward by developers are three, four & five bedroom houses, which will not be affordable/social homes for the community.
- Build more social housing in affluent areas to make things fairer.
- The Office for National Statistics figures used to calculate housing need are incorrect
- Should regenerate unoccupied houses instead.
- More homes should be built for the elderly and disabled.

Green Belt

- Strongly disagree with the building of homes and businesses on Green Belt land.
- The development of this site would have minimal impact on the Green Belt.
- The plan is not making a greener Greater Manchester when it is reclassifying Green Belt land for development.
- The Green Belt figures in Oldham have been misrepresented.
- The number of Green Belt sites in Oldham have been increased. This places an unfair burden on the community of Oldham compared to other Greater Manchester boroughs.

Brownfield

- Build on brownfield areas that need regeneration, the plan should be amended to reflect this.
- Utilise more brownfield sites by identifying them all and reassessing the criteria for deliverability.
- The shopping/buying habits of people have changed so re-develop the town centres as these areas are becoming more derelict.

Transport – Highways / Public Transport / Cycling / Walking

- Access via Saint Cuthberts Fold, Simkin Way or Mills Farm Close would not be safe or appropriate. Access would need to come off Rosary Road.
- Any traffic accessing this area via Fir Tree Ave/Rosary road would put an excess strain on roads that are already busy and dangerous.
- Future increase in traffic and population, which will have an adverse effect on the area.
- This area is nowhere near the multibillion-pound Metrolink. Houses should be built closer to the it.
- There are unfinished roads in this area from previous initiatives.
- There are many accidents on the roads in this area.
- The scale of the allocation is unlikely to give rise to traffic impacts at the Strategic Road Network on either an individual or cumulative level.

Physical Infrastructure and utilities

- Roads will have to be dug up to provide power, internet and sewage systems - this will lead to delays on the road network and will have a knock on to existing business, possibly leading to a reduction in revenue.
- United Utilities have already taken over the land at the top of cul-de-sac due to ongoing works that will service the city centre.

Social Infrastructure

- A strain will be put on health centres, GPs, hospitals, dentists, community centres and schools.
- More amenities are needed in the area before any more houses are built, as the current ones are overstretched.
- The area was promised a new school and it never arrived.

Environmental – Green Infrastructure, Biodiversity, open space

- Tree buffers should be considered to reduce visual impact on the surrounding landscape
- Removing the buffer zone to a woodland edge habitat is likely to reduce its value for many animal species.
- The policy must require the incorporation of a suitable buffer zone to protect and enhance the important features of the Local Wildlife Site (SBI G12: Bankfield Clough) and require the delivery of functional ecological networks into green infrastructure to enable free movement of species of principal importance.
- This would only be agreeable if some low quality adjoining farmland is converted to forest to increase biodiversity.
- These proposals will lead to more light and noise pollution.

Air Quality

- More vehicle traffic on Mills Farm Close will lead to more noise pollution and more air pollution, which can affect asthmatic conditions.
- More carbon will be released.

Flood risk

- This development will increase flooding.
- Consider tree planting to avoid surface water runoff down slope

Other

- There are no safe spaces for children to play on the street.
- The increased level of security the perimeter wall this estate has is part of the unique selling points that has attracted the many to the location. Removing this not only creates a significant risk to the residents of the estate, but also has the potential to devalue the entire location.

Response to comments:

Principle / scale of development:

The site selection paper identifies that South of Rosary Road meets the following site selection criteria:

- **Criterion 5** – as the site lies in an area close to one of the most deprived areas in the country and thus development of the site is capable of aiding regeneration in the area, and delivering a range of housing types to diversify the existing housing stock in the area.

In terms of the GMSF Spatial Strategy and Strategic Objectives, South of Rosary Road is capable of delivering around 60 houses, with a mix of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs. As such the allocation contributes to the spatial objective of boosting Northern Competitiveness, within the boroughs of Bolton, Bury, Oldham, Rochdale, Tameside, Wigan and west Salford, through contributing to meeting the housing need across Oldham.

Housing (incl. affordable housing):

The housing methodology is covered in the Housing Background Paper.

The Housing Background Paper sets out Greater Manchester's Housing Need, including how each district will meet their own housing need and the collective need of GM. It sets out the proposed methodology for meeting this need across the 10 districts and how this is intended to be delivered in line with the objectives of the plan as a whole. Oldham's current Local Housing Need (LHN) based on the government's standard methodology is for 692 new homes per year. The GMSF 2020 sets out a proposed housing requirement for Oldham of 693 new homes per year, based on the government's standard methodology and the methodology set out in the Housing Background Paper.

Compared to the GMSF 2019, Oldham's housing need, as set out in the GMSF 2020, has been reduced from 106% of our LHN to 100% of our LHN. This is to ensure Oldham meets its local housing need, whilst protecting as much Green Belt land as possible.

The 2020 allocation policy states that development will be required to provide a range of dwelling types and sizes, to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing. It is considered 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.

In the 2020 GMSF, Chapter 7 'Homes for Greater Manchester' and Policy GM- H2 sets out the approach to affordable housing across GM and supports the provision of affordable housing, either on or off-site, as part of new development, with locally appropriate requirements being set by each local authority. The specific requirement for affordable housing has been removed from the 2020 allocation policy. Nevertheless, 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.

Green Belt:

A Green Belt Harm Assessment has been carried out to inform preparation of the GMSF. The case for exceptional circumstances relating to South of Rosary Road will be set out in the allocation's topic paper.

There has been a significant reduction in proposed Green Belt release within Oldham, with approximately 50% less Green Belt proposed for release in GMSF 2020 compared to GMSF 2019. The GMSF 2019 released 363.7ha of Green Belt. GMSF 2020 proposes to release around 188ha of Green Belt.

Brownfield:

Since the GMSF 2019, Oldham Council has carried out a comprehensive and robust review of the borough's housing land supply, significantly increasing the housing land supply within the urban area. This including emerging findings from our draft Mill Strategy, the recently completed Retail and Leisure Study and the council's aspiration for Oldham Town Centre as part of Creating a Better Place. The current housing land supply position will be available as part of the evidence to support GMSF 2020.

The GMSF adopts a 'brownfield preference' policy and sets out how we (the GMCA and the ten GM districts) will do all that we can to make sure that our brownfield sites comes forward in the early part of the plan period. 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. However, this additional housing land identified is still not enough to meet our local housing need. Therefore, whilst we understand the significant concerns the local community has expressed in the previous consultations regarding the proposed strategic allocations there is still a need to release land from the Green Belt for future development.

Transport – Highways / Public Transport / Cycling / Walking:

Transport for Greater Manchester (TfGM) appointed consultants to undertake locality assessments for each of the proposed strategic allocations. The locality assessments have considered access to the site and identified mitigation measures needed to minimise the impact of the proposed development on the local highway network, , the strategic highway network (where appropriate), and multi-modal access (including public transport, cycling and walking). As part of identifying necessary local highway mitigation measures consideration has been to the cumulative impact of this site and other proposed strategic allocations within the area as appropriate.

The modelling used in the assessments is a 'worst case' scenario as it does not take full account of the extensive opportunities for active travel and public transport improvements in the local area. The site allocation access arrangements have been developed to illustrate that there is a practical option for site allocation access in this location and to develop indicative cost estimations. Detailed design's consistent with Greater Manchester's best practice Streets for All highway design principles will be required at planning application stage.

The 2020 allocation policy sets out that development of the site will be required to:

- Provide for appropriate access points to and from the sites in liaison with the local highway's authority. The main point of access to the site will be through the neighbouring former Centre for Professional Development site and onto Rosary Road, with the potential for a secondary emergency only access from St Cuthbert's Fold; and

- Take account of and deliver any other highway improvements that may be needed to minimise the impact of associated traffic on the local highway network and improve accessibility to the surrounding areas, including off-site highway improvements, high-quality walking and cycling infrastructure and public transport facilities.

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, building on the existing recreation routes and Public Right of Way network.

Physical infrastructure and utilities:

The 2020 allocation policy states that development will be required to ensure that appropriate access is maintained for United Utilities to their on-site infrastructure.

Policy GM E1 Sustainable Places of the 2020 GMSF sets out a series of criteria relation to design and the delivery of the attractive places, including a requirement that new development to be supported by critical infrastructure, such as energy, water and drainage and green spaces.

Social infrastructure:

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. The 2020 allocation policy therefore outlines that as part of the development, developers will be required to contribute to additional school places, and appropriate health facilities and community facilities, where appropriate and in liaison with the local authority.

In addition to the requirements set out in the 2020 allocation policy:

- Policy GM-E 5 Education of the 2020 GMSF states that significant enhancements in education, skills and knowledge will be promoted throughout Greater Manchester by enabling the delivery of new and improved education, skills and knowledge for all ages and the delivery of sufficient school places to respond to the demands from new housing.

- Policy GM–E 6 Health of the 2020 GMSF states that new development will be required to maximise its positive contribution to health and well-being through the submission of Health Impact Assessments for all development proposals which require an Environmental Impact Assessment. Improvements in health facilities will be supported, by requiring, where appropriate, the provision of new or improved health facilities as part of new developments that would significantly increase demand.

Environmental – Green Infrastructure, Biodiversity, open space:

A Preliminary Ecological Appraisal has been carried out by Greater Manchester Ecology Unit for this site to inform the GMSF. The appraisal identifies ecological features onsite, the extent to which development of the site would impact on these features, and the mitigation required. This has informed the allocation policy.

The 2020 allocation policy sets out that development of the site is required to:

- Retain and enhance the hierarchy of biodiversity within the site, notably Bankfield Clough SBI and the area of priority habitat to the south of the site, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating the delivery of functional ecological networks into multi-functional green infrastructure to enable free movement of species of principal importance. Planning proposals should incorporate a suitable buffer between development plots and the SBI to protect its important features; and

- Provide further surveys on extended phase 1 habitats and bats, to inform any planning application.

The 2020 allocation policy also requires development to provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements.

Air Quality:

Air Quality is covered by Policy GM-S 6 Clean Air of the 2020 GMSF which sets out a range of measures to support air quality. Government has directed Greater Manchester to produce a Clean Air Plan. The ten districts have chosen to do this collectively. In March 2019 the GM Authorities determined the best performing option to reduce NO2 across GM and agreed the submission of the Outline Business Case (OBC) to Government. A public consultation on the draft Clean Air Plan will be carried out in October/November 2020.

Flood Risk:

A Level 1 Strategic Flood Risk Assessment has been carried out to inform the GMSF and the proposed strategic allocations, including Land south of Coal Pit Lane (Ashton Road). The SFRA mapped the allocation's flood risk, identified mitigation measures that may be appropriate and informed the allocation policy wording.

The 2020 allocation policy states that any development will be informed by an appropriate flood risk assessment and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored.

Other:

Policy GM E1 Sustainable Places of the 2020 GMSF sets out a series of criteria relation to design and the delivery of the attractive places that new development will need to have regard to.

Please see GMSF 2020 for the full allocation policy wording and reasoned justification.

GM Allocation 20: Spinners Way/Alderney Farm (98 comments)

It was highlighted that there are already lots of affordable housing being developed in the area and there were concerns that more of this sort of development will de-value the existing houses even the new houses will not be affordable for many locals. With regards to access to the site Access would be difficult. Cars come down Ripponden Road fast and concerned regarding road safety.

There were concerns with flood risk and drainage issues, poor public transport, congestion, ecology, public rights of way and particular paths to Besom Hill Country Park an amenity with the topography of the site meaning that houses will be overlooked.

Housing (inc affordable housing)
• Placing affordable housing in a deprived area will decrease existing residential property values. • The area has enough affordable housing and needs property sold at full market value to help people who own properties. • The housing put forward by developers are three, four & five bedroom houses, which will not be affordable/social homes for the community. • Build more social housing in affluent areas to make things fairer. • The Office for National Statistics figures used to calculate housing need are incorrect • Should regenerate unoccupied houses instead. • More homes should be built for the elderly and disabled.
Green Belt
• Strongly disagree with the building of homes and businesses on Green Belt land. • The development of this site would have minimal impact on the Green Belt. • The plan is not making a greener Greater Manchester when it is reclassifying Green Belt land for development. • The Green Belt figures in Oldham have been misrepresented. • The number of Green Belt sites in Oldham have been increased. This places an unfair burden on the community of Oldham compared to other Greater Manchester boroughs.
Brownfield
• Build on brownfield areas that need regeneration, the plan should be amended to reflect this. • Utilise more brownfield sites by identifying them all and reassessing the criteria for deliverability. • The shopping/buying habits of people have changed so re-develop the town centres as these areas are becoming more derelict.
Transport – Highways / Public Transport / Cycling / Walking
• Access via Saint Cuthberts Fold, Simkin Way or Mills Farm Close would not be safe or appropriate. Access would need to come off Rosary Road. • Any traffic accessing this area via Fir Tree Ave/Rosary road would put an excess strain on roads that are already busy and dangerous. • Future increase in traffic and population, which will have an adverse effect on the area. • This area is nowhere near the multibillion-pound Metrolink. Houses should be built closer to the it. • There are unfinished roads in this area from previous initiatives. • There are many accidents on the roads in this area. • The scale of the allocation is unlikely to give rise to traffic impacts at the Strategic Road Network on either an individual or cumulative level.

Physical Infrastructure and utilities
• Roads will have to be dug up to provide power, internet and sewage systems - this will lead to delays on the road network and will have a knock on to existing business, possibly leading to a reduction in revenue. • United Utilities have already taken over the land at the top of cul-de-sac due to ongoing works that will service the city centre.
Social Infrastructure
• A strain will be put on health centres, GPs, hospitals, dentists, community centres and schools. • More amenities are needed in the area before any more houses are built, as the current ones are overstretched. • The area was promised a new school and it never arrived.
Environmental – Green Infrastructure, Biodiversity, open space
• Tree buffers should be considered to reduce visual impact on the surrounding landscape • Removing the buffer zone to a woodland edge habitat is likely to reduce its value for many animal species. • The policy must require the incorporation of a suitable buffer zone to protect and enhance the important features of the Local Wildlife Site (SBI G12: Bankfield Clough) and require the delivery of functional ecological networks into green infrastructure to enable free movement of species of principal importance. • This would only be agreeable if some low quality adjoining farmland is converted to forest to increase biodiversity. • These proposals will lead to more light and noise pollution.
Air Quality
• More vehicle traffic on Mills Farm Close will lead to more noise pollution and more air pollution, which can affect asthmatic conditions. • More carbon will be released.
Flood risk
• This development will increase flooding. • Consider tree planting to avoid surface water runoff down slope
Other
• There are no safe spaces for children to play on the street. • The increased level of security the perimeter wall this estate has is part of the unique selling points that has attracted the many to the location. Removing this not only creates a significant risk to the residents of the estate, but also has the potential to devalue the entire location.
Response to comments: GMSF 2019 Policy GM Allocation 20 Spinners Way / Alderney Farm has been removed and is not proposed as a strategic allocation in GMSF 2020.

GM Allocation 21: Thornham Old Road (2,147 comments)

Traffic in the area is already congested especially around the Narrowgate Brow and Thornham Old Road junction and there is concern with the access points to the site. Thornham Old Road itself is currently unadopted after the houses, and provides safe access for hikers, dog walkers & horse-riders to paths extending to Tandle Hill Country Park. Public transport is also inadequate and has some of the worst air pollution (around the A627M) in the country..There is insufficient social infrastructure including leisure faciliites to meet the demands of the new residents and there also concerns about utility provision in the area not being designed for current consumption levels..

This Green Belt area is needed for quality of life and community recreation in densely built up areas like Royton and means that Oldham and Rochdale remain distinct and would eradicate the sense of history and landscape that surrounds Tandle Hill.

It is felt that there is little or no regard to the local farming industry.ot towards the ecology on site Of particular concern was Tyle Lodge, a valued community facility with prosperous wildlife.

Homes will not be affordable for local people and a number of people felt there was no need for executive homes in the area. It was also raised that the road around the site already has flooding issues and.the huge loss of land-soak given over to hard standing will only exacerbate the problem..

Principle / scale of development
• Too many additional houses are proposed. • The impact of this allocation, and others in the area, would change the scale and character of the area so drastically, its current qualities and attributes such as village feel, clean air, open space, permeability and relative safety would be damaged and lost. • Obvious urban extension in a sustainable area.
Housing (inc affordable housing)
• The proposed housing will not be affordable for local people. They will probably be for commuters who work in Manchester city centre. • There is no need for executive housing in this area. • The addition of executive and family style housing could be beneficial to Royton Town Centre, which has declined over the years. • We need homes for the elderly and disabled. • We should make plots of land available to buy for people to build their own houses on, in their preferred style, instead of building the same old, unimaginative houses. • Homes 'in keeping with the surrounding area' are not what are required to meet the current housing shortage. The Government has stated that affordable housing and social and council houses for rent are urgently required. • The delivery of around 600 homes is an estimate of the site's capacity for new development and should not be used as a ceiling to restrict the number of units being proposed at the planning application stage. • The overall housing requirement of 201,000 dwellings over the plan period (2018-37) is too low and a higher housing need figure should be used. • There are flaws in Oldham's Strategic Housing Land Availability Assessment (SHLAA).
Green Belt
• The proposals would lead to a joining up of Oldham and Rochdale. The Green Belt gap would be reduced from 1.5km to 0.6km. • This Green Belt is needed for quality of life and community recreation in densely built up areas like Royton.

- The area identified was previously categorised as special conservation Green Belt.
- The number of people who turned out at the protest walks two years ago shows the strength of thoughts and feelings of the local people towards the building on Green Belt land.
- Clarification needs to be made regarding the revised Green Belt boundary on the western side of Rochdale Road.
- This proposed allocation would provide significant harm to the environment and undermines Green Belt objectives.
- If GMA2 to the west proceeded, this would result in the green belt gap between Royton and Stakehill/Castleton to the west to only 500 meters. This would further reduce the role, functions and integrity of the Green Belt.
- Oldham Council has misrepresented the figures of Green Belt loss to its residents.
- The claim that "half of the Green Belt has been saved" while may be true at metropolitan level, is not true in relation to Oldham. Just five wards in Oldham account for 10% of Green Belt loss across the whole of Greater Manchester.
- Proposals go against the five outline purposes of Green Belt.

Brownfield

- Money for brownfield site remediation must be found in the short to medium term, from either Central, Regional or local Council sources so that these sites are not left for future generations to deal with.
- A brownfield first policy should be considered.
- We should be focusing on regenerating towns and encouraging people to reside in these areas. A shift to a high-density town centre could be a solution to the decline of the high street.

Transport – Highways / Public Transport / Cycling / Walking

- Traffic and congestion are already a problem in the local area. The proposed development would make it worse.
- Thornham Old Road currently provides safe access to hikers, dog walkers and horse riders to paths extending to Tandle Hill Country Park and its iconic War Memorial.
- There are frequent accidents on Rochdale Road due to difficulty in pulling out onto the road.
- Recent road collapses related to flooding in the area evidence the inability to accept more traffic.
- The proposed development would lead to an increase in already long journey times between Oldham and Royton.
- A suitable and sufficient Traffic Risk Assessment needs to be carried out to assess the impact on schoolchildren, pedestrians, vulnerable road users and our environment.
- The additional infrastructure proposed will not solve existing high levels of congestion. Transport modelling is needed to assess the impact of vehicular traffic on key junctions on Rochdale Road
- There is no direct access to the Metrolink or train services for Royton residents.
- The main bus stop for Thornham is immediately opposite the junction and pedestrians already have difficulty crossing the road.
- Rochdale Road does not have much public transport unless you want to go to Oldham.
- Rochdale Road is already a 'Quality Bus Corridor' and yet travel times between Oldham, Rochdale and Manchester are unacceptably long. An increased frequency of buses will be ineffective in queuing traffic and congestion will exacerbate vehicle emissions.
- Transport for Greater Manchester have identified the A671 as having the potential to support modal shift, improving air quality and regenerating local centres and identified it within the first tranche of pipeline work for the Streets for All Programme.

- The scale of development is of a concern from a cumulative perspective on the Strategic Road Network due to close geographic proximity of other proposed allocated development sites in the immediate local area.

Physical Infrastructure and utilities

- Local electricity and gas supplies date back to the early/mid-20th century and were never designed to cater for the modern energy consumption levels. The current water supply, drainage and sewer systems that would be expected to serve the site date back to 19th century and are already at full capacity.
- The additional infrastructure proposed will not solve existing high levels of congestion.
- Royton town centre would not be able to cope with the increase in traffic. You cannot find a car parking spot in the town centre as it is.

Social Infrastructure

- Insufficient infrastructure to meet the demands of the new residents, existing health and education provision is already stretched and over-capacity.
- Need to make sure facilities are put in place for the additional people.
- There is a lack of leisure facilities in the area. Shaw swimming pool was not replaced when it was demolished.
- There is a lack of emergency resource and increased pressure on them. Oldham Fire Station is losing an engine.
- It should be made clear that the provision of additional school places would only be necessary if there is insufficient capacity within existing schools.

Environmental – Green Infrastructure, Biodiversity, open space

- The “protected green spaces” identified in the GMSF for this area are, at best, tokenistic, and at worst, cynical, amounting to a narrow strip of land between Thornham Old Road and the A627(M) spur.
- Removing this area will diminish the views from Tandle Hill and Chadderton Heights and harm the setting of Tandle Hill as an important natural asset.
- Tandle Hills are frequented by tens of thousands of local visitors who regularly visit to walk cycle and exercise. This is a resource that the area needs more of, not less.
- Will be a loss of recreational uses of the site and Green Belt more widely for children and young people.
- The proposals give little or no regard to the local farming industry.
- There is a diverse array of wildlife on this site that would be affected by development.
- Tyle Lodge is a valuable facility to local Fishermen. Its removal would mean not only a loss of community and recreational space, but also a loss of wildlife habitat.
- The absence of accompanying analysis of the natural capital of this allocation and specifically of its habitats, species of principal importance and ecological networks preclude further objective nature conservation comment on the justification for the selection of this site.
- The vehicles driven by new residents would pollute the environment.
- Thornham Old Road is one of the preferred pedestrian access points to Tandle Hill Country Park.
- The strategy talks of improvement of right of way, but tarmacking a footpath is far removed from the current natural condition of the footpaths.
- Open and historic views of the countryside would be ruined.
- Spoiling views is a contradiction of policies to improve green areas.
- There is no definition included within the policy of what is meant by multi-functional green infrastructure. If green infrastructure is to include particular uses or roles, then these should be set out in the policy and justified.
- Any site-specific requirements for open-space, sport and recreation facilities should be set out in the policy and justified through robust evidence.

Air Quality

- Air pollution on Rochdale Road, Castleton Road and Fir Lane is tangible. There are already high levels of nitrogen oxide.
- Building more homes runs contrary to Greater Manchester's aims to clean up the air and reduce pollution
- Air quality levels in the M60/62/66 and A627M corridors in particular are already over the recommended limits. The proposals will make air quality worse and that this will have a knock on effect to health services and health of the current population.
- Professor Paul Cosford, Director of Health Protection and Medical Director at Public Health England, published findings that air pollution is the biggest environmental threat to health in the UK, with between 28,000 and 36,000 deaths a year attributed to long-term exposure. There is strong evidence that air pollution causes the development of coronary heart disease, stroke, respiratory disease and lung cancer, and exacerbates asthma. Manchester has the highest number of hospital admissions for Asthma in the country.
- Oldham Council must consult on its plan to reduce the air pollution with a view to implementing its plan by 2021. Surely, the proposals to build so many houses will be a contravention of its statutory responsibilities.
- There are concerns over the future of Thornham Cricket Club if these proposals go ahead.

Flood risk

- The current water supply, drainage and sewer systems that would be expected to serve the site date back to 19th century and are already at full capacity.
- Groundwater drainage is poor in this area.
- Roads here already have issues with flooding and United Utilities have built an underground holding tank at the eastern end of the road to combat the problem. The huge loss of land-soak given over to hard standing will only exacerbate the problem.
- There has been consistent flooding in this area lately including flash flooding which would only be exacerbated by the proposed development.
- The GMSF removes the greenfield runoff which is inadequate.

Heritage

- The open and historic views to the countryside would be ruined.
- This would harm the setting of Tandle Hill as an important natural asset. It would eradicate that sense of history and landscape that surrounds Tandle Hill, with its hedge lined Thornham Old Lane along which the reformers of Peterloo marched to Tandle Hill to undertake military drilling in the Summer of 1819.
- The area is of archaeological importance. From the medieval era farmhouse of Cinder Hill to the old field systems and roads (on which medieval coins have been found) to the living tracks of today. The past lives and awaits a complete archaeological survey before all this is lost to sprawl and traffic.

Other

- There should be an investigation into the purchase of this land.
- Royton should stay as a small market town.
- Development will decrease the value of other properties.
- Questions over viability of the site given access constraints and mine shafts.
- Area will be affected by light pollution from Stakehill development which already affects people and wildlife.
- The proposed development would have a negative impact on the physical and mental health and wellbeing of the local population because of the loss of access to green space.
- Plumpton Terrace already shakes structurally when heavy goods traffic passes on the main road — any building work could potentially affect the structure further and impact insurance of the property.

Response to comments:

GMSF 2019 Policy GM Allocation 21 Thornham Old Road has been removed and is not proposed as a strategic allocation in GMSF 2020.

GM Allocation 22: Woodhouses (576 comments)

With regards to highways it was generally felt that Medlock Road is unsuitable for such an increase in numbers and all potential access points would destroy even more green belt. It was also felt that public transport in the area is also terrible and not considered to meet National Planning Policy Framework requirement or the site selection criteria. There were concerns over the heritage of the area and the impact of the scale of the development on Woodhouses Conservation Area and contravene the Listed Building and Conservation Area Act 1990. It is suggested that a Heritage Impact Assessment should be carried out.

The loss of ecology was also a major objection to the development and in particular in relation to the impact on SBIs and BAP species. It was also suggested that a flood risk assessmenrt should be carried out. The proposed homes in this allocation were not seen as being affordable for many residents within this area and it is difficult to see how affordable housing will be provided. There was also concern about the loss of value on existing homes as this is considered to a premium area and proposed development will devalue existing properties.

Principle / scale of development
• 200 houses is a 50% increase to Woodhouses and would change the character of the village completely. • The area is already over-developed. It will lose its 'rural feel'.
Housing (inc affordable housing)
• Properties in Woodhouses would not be affordable. • The homes being proposed are three, four & five bedroom – they will not be affordable/social homes for the community. • How has the need for 260 in Woodhouses been determined? Especially since there are two undeveloped housing allocations in Woodhouses already. • Houses in Woodhouses are for people with money, not people who need social housing, and that will affect the value of existing homes. • Respondents want an explanation as to why there is a need to build new properties at all, as with Brexit, migration from the UK is expected to rise and the population of the Oldham area will not increase significantly. • The housing numbers were based on a Conservative Party manifesto pledge to build 300,000 new homes. However, latest population projections suggest that we do not need that many and so releasing Green Belt in Woodhouses would not be necessary if the Government used the most up to date figures. • Four local estate agents have huge portfolios of affordable houses on the current market. There may not be a need for this development in Woodhouses.
Green Belt
• Woodhouses Green Belt was identified as a strong Green Belt in the 2016 assessment and described as a 'critical gap'. • Questions raised surrounding why the council is putting more land into the Green Belt in Saddleworth. Should not be offsetting green areas from such different parts of GM. • The proposal is an erosion of the Green Belt corridor bordering Oldham and Tameside as there is very little green space between Manchester City Centre and Daisy Nook Country Park. • The proposal will involve the merging of the Failsworth, Hollinwood & Woodhouses boundaries, eroding the unique identity of the individual areas • No documentation is available publicly to support compliance with National Planning Policy Framework; no exceptional circumstances have been demonstrated. A feeling that in practice the inclusion of these sites appears solely about delivering housing targets. • This allocation does not meet any of the site selection criteria.

- Oldham Council has not provided detail of any mitigation it proposes to make against both the loss of the Green Belt and other unintended consequences of development.
- Why is Oldham increasing Green Belt sites when others districts are reducing theirs. The need should be reduced based on the new figures.

Brownfield

- Many disagree with any Green Belt release, it should be brownfield first. Even though it will cost more it would improve the area, for example developing the unused mills.
- Respondents state that before any Green Belt land is allocated for development, further analysis is required of the extent to which brownfield sites exist. There has not been a proper assessment of alternative sites.

Transport – Highways / Public Transport / Cycling / Walking

- There is already too much traffic in Woodhouses. Many people drive over the speed limit, which makes crossing the roads dangerous.
- Traffic calming measures have had to be passed by the council.
- Requirement 3 of the allocation says there will be highways improvements. However, the locations where highways are the most unsuitable, namely Medlock Road, are also the locations where improvements are physically not possible as the road is too narrow.
- No potential access points, such as Holt Lane, Marston Close and Leicester Road, are appropriate.
- The sites identified are not capable of delivering sustainable development. These sites have limited access, are not well served by public transport, are not in easy walking distance of any train or Metrolink service and are served by a limited bus service.
- Public transport is inadequate, the 74 bus has stopped running to the village apart from at rush hour (5 a day), the 159 is once an hour and the Metrolink is 1.7km away. Development here will be car reliant.
- The traffic caused by construction companies would further exacerbate the issue.
- The red edge allocation should be extended in a westerly direction towards Failsworth Road, so that the proposed access to the development site can be formed from this more suitable point. The development could then be served off a double width public highway and it would have less impact on the traffic flow through Woodhouses Village.
- Cycling infrastructure would be impossible on Ashton Road East or Westminster Road; the area cannot support a more complex infrastructure network.

Physical Infrastructure and utilities

- Sewers and drainage are at capacity and struggling.
- Power cuts are frequent due to power surges in area.

Social Infrastructure

- There is one primary school in the village, which is oversubscribed with no nursery and cannot physically take any more pupils. It would require an expansion of the buildings, but this would come at the expense of outside play area for the pupils.
- Failsworth secondary school is at capacity with 15,000 students and the nearest colleges are Ashton or Oldham.
- It is difficult to get an appointment now at doctors or dentists. Another 1000 people will make it even harder.
- Plans need to be in place to address stretched local services and impacts on infrastructure of the sites with planning permission also being taken into account.

Environmental – Green Infrastructure, Biodiversity, open space

- Due process to assess environmental impacts has not been undertaken.
- Woodhouses is part of the Woodland Spatial Priority Network, which is essential to meeting biodiversity objectives of the wider region.
- Concerns expressed that a route will be made available onto this new estate via the road next to the pond. This pond is a hive of activity including the resident Herons.
- A diverse array of animal species inhabit the site.

- Concern that as the proposed sites are adjacent to Sites of Biological Importance, they could cause harm to them.
- Rights of Way, footpaths and bridleways running through the areas are affected by the proposed development. These need to be protected meaning they can continue to be used by pedestrians, cyclists and horse riders.
- There is only one park of substantial size in Failsworth, that being Brookdale Park. These proposals will mean there are fewer places to take walks and residents would have to drive to get to places to improve our own wellbeing.
- The area is farmland and should only be built on if biodiversity can also be increased by converting surrounding baron farmland with only horses into community forests.
- Tree buffers to be considered to reduce visual impact on the surrounding landscape.
- Proposed development will cause more light and noise pollution.

Air Quality

- Woodhouses already suffers from the noise and pollution from the nearby M60. We need to reduce emissions not raise them.
- Woodhouses sites are located within the Climate Change Vulnerability buffer area, as recognised by the Department for Environment, Food and Rural Affairs (DEFRA). It is essential to protect from development with growing concerns of climate change effects.
- The addition of more houses and roads directly opposes what the plan says about keeping our air clean and giving our future generations a greener town.

Flood risk

- An initial flood risk assessment should be implemented before accepting the allocation as the development would have a significant impact on Lords Brook.
- The EA flood model does not currently extend into this part of the catchment so the potential risks from this watercourse and any impacts from climate change are unknown. Without this information, the application of the Sequential Test and Exception Test cannot be applied.
- The land is marshy, undulating and unsuitable to build on.
- There is already a local flooding problem on Medlock Road.

Heritage

- Woodhouses is a conservation area and a fine example of a linear village and there is a need to preserve the setting and special character of the historic town from this urban sprawl.
- Heritage Impact Assessment should be carried out before this moves forward.
- Development here will erode the character of the area.

Other

- This will remove the last working farm in Failsworth on bottom field farm which teaches children to ride horses.
- The area is loved for its proximity to a city centre, yet semi-rural. Semi-rural is an important part of our great region.
- Criticism of the consultation process.
- Mental health and wellbeing should be a priority of local councils. It was The destruction of Green Belt land would create further stresses and mental health.
- Some submissions were received for other sites in Woodhouses as being available for development.
- A number of landowners responded to support the allocation.
- It was suggested that the land would be better put to use as a country park.

Response to comments:

The Woodhouses Cluster has been reduced from around to 260 homes across three parcels to around 30 homes on land at Bottom Field Farm. The other two parcels have been removed and are not proposed as part of the strategic allocation in GMSF 2020. Further details will be available in the allocation's topic paper.

Principle / scale of development:

The site selection paper identifies that Bottom Field Farm (Woodhouses) meets the following site selection criteria:

- **Criterion 5** - as the site is previously developed land and is capable of providing family housing, including affordable housing to diversify the local housing stock and meet local needs, whilst regenerating previously developed land; and

- **Criterion 7** - is capable of providing family housing, including affordable housing to diversify the local housing stock and meet local needs.

In terms of the GMSF Spatial Strategy and Strategic Objectives, Bottom Field Farm (Woodhouses) is capable of delivering around 30 houses, with a mix of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs. As such the allocation contributes to the spatial objective of boosting Northern Competitiveness, within the boroughs of Bolton, Bury, Oldham, Rochdale, Tameside, Wigan and west Salford, through contributing to meeting the housing need across Oldham.

Housing (inc affordable housing):

The housing methodology is covered in the Housing Background Paper.

The Housing Background Paper sets out Greater Manchester's Housing Need, including how each district will meet their own housing need and the collective need of GM. It sets out the proposed methodology for meeting this need across the 10 districts and how this is intended to be delivered in line with the objectives of the plan as a whole. Oldham's current Local Housing Need (LHN) based on the government's standard methodology is for 692 new homes per year. The GMSF 2020 sets out a proposed housing requirement for Oldham of 693 new homes per year, based on the government's standard methodology and the methodology set out in the Housing Background Paper.

Compared to the GMSF 2019, Oldham's housing need, as set out in the GMSF 2020, has been reduced from 106% of our LHN to 100% of our LHN. This is to ensure Oldham meets its local housing need, whilst protecting as much Green Belt land as possible.

The allocation policy states that any development will be required to provide a range of dwelling types and sizes, to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing. It is considered 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, within a strong housing market area, provides the potential for a range of high-quality housing in an attractive and accessible location.

In the 2020 GMSF, Chapter 7 'Homes for Greater Manchester' and Policy GM- H2 sets out the approach to affordable housing across GM and supports the provision of affordable housing, either on or off-site, as part of new development, with locally appropriate requirements being set by each local authority. The allocation policy states that the development will be required to provide for affordable homes in line with local planning policy requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform Local Plan affordable housing policy.

Green Belt:

A Green Belt Harm Assessment has been carried out to inform preparation of the GMSF. The case for exceptional circumstances relating to Bottom Field Farm will be set out in the allocation's topic paper.

There has been a significant reduction in proposed Green Belt release within Oldham, with approximately 50% less Green Belt proposed for release in GMSF 2020 compared to GMSF 2019. The GMSF 2019 released 363.7ha of Green Belt. GMSF 2020 proposes to release around 188ha of Green Belt.

The 2020 allocation policy requires development of the site to contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment.

Brownfield:

Since the GMSF 2019, Oldham Council has carried out a comprehensive and robust review of the borough's housing land supply, significantly increasing the housing land supply within the urban area. This including emerging findings from our draft Mill Strategy, the recently completed Retail and Leisure Study and the council's aspiration for Oldham Town Centre as part of Creating a Better Place.

There are a number vacant and / or under-utilised employment sites included in Oldham's baseline housing land supply, which have been identified as having potential for residential development at some point in the future. Many of these are active employment sites or sites last used for employment purposes, such as Hartford Mill and Maple Mill. The current housing land supply position will be available as part of the evidence to support GMSF 2020.

The GMSF adopts a 'brownfield preference' policy and sets out how we (the GMCA and the ten GM districts) will do all that we can to make sure that our brownfield sites comes forward in the early part of the plan period. 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. However, this additional housing land identified is still not enough to meet our local housing need. Therefore, whilst we understand the significant concerns the local community has expressed in the previous consultations regarding the proposed strategic allocations there is still a need to release land from the Green Belt for future development.

Transport - Highways / Public Transport / Cycling / Walking:

Transport for Greater Manchester (TfGM) appointed consultants to undertake locality assessments for each of the proposed strategic allocations. The locality assessments have considered access to the site and identified mitigation measures needed to minimise the impact of the proposed development on the local highway network, the strategic highway network (where appropriate), and multi-modal access (including public transport, cycling and walking). As part of identifying necessary local highway mitigation measures consideration has been to the cumulative impact of this site and other proposed strategic allocations within the area as appropriate.

The modelling used in the assessments is a 'worst case' scenario as it does not take full account of the extensive opportunities for active travel and public transport improvements

in the local area. The site allocation access arrangements have been developed to illustrate that there is a practical option for site allocation access in this location and to develop indicative cost estimations. Detailed design's consistent with Greater Manchester's best practice Streets for All highway design principles will be required at planning application stage.

The allocation policy sets out that development of the site will be required to provide for appropriate access to and from the site in liaison with the local highways authority and take account of and deliver any other improvements that may be needed so as to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site.

Physical Infrastructure and utilities:

Policy GM E1 Sustainable Places of the 2020 GMSF sets out a series of criteria relation to design and the delivery of the attractive places, including a requirement that new development to be supported by critical infrastructure, such as energy, water and drainage and green spaces.

Social Infrastructure:

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. The allocation policy therefore outlines that as part of the development, developers will be required to contribute to additional school places, and appropriate health facilities and community facilities, where appropriate and in liaison with the local authority.

In addition to the requirements set out in the 2020 allocation policy:

- Policy GM-E 5 Education of the 2020 GMSF states that significant enhancements in education, skills and knowledge will be promoted throughout Greater Manchester by enabling the delivery of new and improved education, skills and knowledge for all ages and the delivery of sufficient school places to respond to the demands from new housing.

- Policy GM–E 6 Health of the 2020 GMSF states that new development will be required to maximise its positive contribution to health and well-being through the submission of Health Impact Assessments for all development proposals which require an Environmental Impact Assessment. Improvements in health facilities will be supported, by requiring, where appropriate, the provision of new or improved health facilities as part of new developments that would significantly increase demand.

Environmental – Green Infrastructure, Biodiversity, open space:

A Preliminary Ecological Appraisal has been carried out by Greater Manchester Ecology Unit for this site to inform the GMSF. The appraisal identifies ecological features onsite, the extent to which development of the site would impact on these features, and the mitigation required. This has informed the allocation policy.

The 2020 allocation policy sets out that development of the site is required to:

- Deliver multi-functional green infrastructure and high-quality landscaping within the site and around the main development areas, so as to minimise the visual impact on the wider landscape, mitigate its environmental impacts, and enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;

- Retain and enhance the hierarchy of biodiversity within the site, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity integrating them as part of a multi-functional green infrastructure network with the wider environment;

- Provide further surveys and assessments on bats, great crested newts and barn owls to inform planning applications;

- Retain and enhance existing Public Rights of Way running through the site, integrating them as part of the multi-functional green infrastructure network, so as to encourage active travel and improve connections and access to adjoining communities and countryside;

- Provide for new and/or improvement of existing open space, sport and recreation facilities, commensurate with the demand generated and local surpluses and deficiencies, in line with local planning policy requirements; and

- Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment.

The 2020 allocation policy also states that development of the site will be required to provide for new and/or improvement of existing open space, sport and recreation facilities commensurate with the demand generated and local surplus' and deficiencies, in line with local planning policy requirements.

Air Quality:

Air Quality is covered by Policy GM-S 6 Clean Air of the 2020 GMSF which sets out a range of measures to support air quality. Government has directed Greater Manchester to produce a Clean Air Plan. The ten districts have chosen to do this collectively. In March 2019 the GM Authorities determined the best performing option to reduce NO2 across GM and agreed the submission of the Outline Business Case (OBC) to Government. A public consultation on the draft Clean Air Plan will be carried out in October/November 2020.

Flood Risk:

A Level 1 Strategic Flood Risk Assessment has been carried out to inform the GMSF and the proposed strategic allocations, including Bottom Field Farm (Woodhouses). The SFRA mapped the allocation's flood risk, identified mitigation measures that may be appropriate and informed the allocation policy wording. The allocation boundary has been amended to move the developable area from those areas at greater risk of flooding along the eastern boundary of the site.

The 2020 allocation policy sets out that development of the allocation should be informed by an appropriate flood risk assessment and a comprehensive drainage strategy which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green

and blue infrastructure. Development should deliver any appropriate recommendations, including mitigation measures and the incorporation of sustainable drainage systems as part of the multi-functional green infrastructure network and be in line with the GM Level 1 Strategic Flood Risk Assessment (SFRA) advice. Opportunities to use natural flood management and highway SUDs features should be explored.

Heritage:

Oldham Council has prepared a Heritage Impact Assessment (HIA) for each of its strategic allocations to inform the GMSF. The outputs of which have informed the policy wording for this allocation. The allocation policy sets out that development will be required to conserve and enhance heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). An up-to-date Heritage Impact Assessment will be required for any planning applications. The assessment concluded that development should be in keeping with the local character of Woodhouses in terms of materials, design and landscaping.

Other:

Consultation on the 2019 GMSF was an informal consultation. As such, the GMCA has fulfilled its objectives to consultation. The ten authorities of Greater Manchester carried out consultation in line with their requirements as set out in their district's Statement of Community Involvement (SCI). Oldham has fulfilled its commitments as set out within its SCI. The full 2019 consultation report is available at www.greatermanchester-ca.gov.uk/what-we-do/housing/greater-manchester-spatial-framework.

Please see GMSF 2020 for the full allocation policy wording and reasoned justification.

Further comments on the overall proposals for Oldham, including strategic transport interventions (253 comments)

Principle / scale of development
• In spite of all the rhetoric and hyperbole that the loss of Green Belt GM wide has been halved, this has not been the case for Oldham, with Council Leaders adding new sites and largely releasing the same green belt but (in the short term) proposing to build less homes on them. The split is still disproportionate with Chadderton, Royton and Shaw bearing the brunt of the release. • To their great discredit Oldham is still proposing 4000 homes be built on green belt, executive homes which are not needed nor wanted by Communities they so badly effect. • The development around Stakehill will have a laerge negative impact on north Chadderton including the park, canal, schools and houses that currently look over the Pennines these views will be ruined by massive industrial units which will be hugely out of scale and context with the cottages and small farm building in and around Chadderton Fold. • Smaller pockets of housing and economic development. These are much preferred solutions than larger developments that will have significant impacts on the current surrounding areas. • the number and size of these proposed developments are too much for a small town such as Shaw to bear
Housing (inc affordable housing)
• Oldham is disproportionally taking the strain of additional housing needs. In particular there is a disproportionate allocation of land to north west of the borough. Whilst Saddleworth has been left untouched. • There is a need to demolish poor quality housing.and provide low cost housing on brownfield sites rather than these proposals that focus on affluent people who can afford to live in rural areas. • The housing being put forward by developers are 3/4 & 5 bed-roomed houses - these aren't affordable/social home for the community • High density housing is likely to increase mental health problems and there is a need to build attractive apartments or bungalows so elderly people have a chance to release their bigger houses. • In the light of the latest SHLAA there is no case to release these sites for development until after 2023. The land supply in the SHLAA for 2018 to 2023 is sufficient to meet housing need especially as the wrong ONS figure used • First Choice Home are concerned that the rate of delivery in recent years has been insufficient to deliver even the more modest target particularly in Oldham. • It is disappointing that the housing targets (down 7% per annum) and the land allocations have been reduced in the face of opposition
Employment and Economy
• Distribution centres will employ few people • Relocate industrial units around Chadderton district Centre, creating space for housing. There are plenty of employment units to let in this area.
Green Belt
• Disagree with development on green belt and on open land. It will destroy the local area. Green Belt should be treasured.

- Green Belt is there to prevent urban sprawl, provide outdoor amenities, promote biodiversity.
- Far too much green belt is proposed to be released. It will not provide the right jobs or the right houses
- It was argued that the Greater Manchester Green Belt plan no long serves the Green Belt purposes set out in paragraph 134 of National Planning Policy Framework. The GMSF must therefore take this opportunity to address those issues or make it explicit that non strategic plans should be allowed to be changed in non strategic plans such as local plans and neighbourhood plan.
- The proposal to increase Green Belt boundaries in certain areas, in return for allowing its reduction in others is argued to be completely wrong

Brownfield

- There are plenty of brownfield sites available that could be regernerated Brownfield sites are being left to decay, create eye sores, antisocial begaviour and are dangerous.
- Protest walks demonstrates feelings towards development on Green Belt land.
- There is support for the regeneration of Oldham town centre.
- Lack of imagination in the Housing Strategy. For example, it is suggested that as mille are protected and cannot be demolished that they could be made into apartments and make a feature out of them giving something unique to Oldham.

Transport – Highways / Public Transport / Cycling / Walking

- Roads are congested and cannot take any more traffic, including Medlock Rd (Woodhouses), Shaw, Greenfield and it is felt that cycle lanes and new Metrolink stops will not solve congestion issues.
- Strategic transport interventions are inadequate, Metrolink is unreliable and overcrowdedand roads are of poor quality and too narrow.
- People will not want to come and live in new homes when the roads are so overcrowded so the Green Belt will have been sacrificed in vain.
- Increased traffic will lead to increase in air pollution and related illness and death
- Oldham generally isn't well connected to anywhere. It's not that close to the motorway without using roads that are too small for HGVs, Metrolink is an unreliable franchise and does not cover all the borough.
- The extra Metrolink stop that has been mentioned in the plans hasn't even been granted funding, when asked about it at the consultation meetings it was mentioned that funding would only be approved if the housing was agreed.
- Oldham needs to take active transport - walking and cycling - seriously and deliver a proper joined up network to allow people to get around without using their cars.
- Development of this site would be required to deliver a new Metrolink stop on the Rochdale to Manchester Metrolink line near Cop Road. This would not be attractive for workers travelling from Rochdale, Newhey, Milnrow and Shaw areas to Manchester City Centre as yet another stop would lengthen the journey travelling time from home to their destination even more
- The Oldham area is markedly less developed than other more congested and polluted areas of Greater Manchester and can absorb the associated higher levels of transport density.

Physical infrastructure

- Mains tap water and foul sewage system particularly in Rushcroft area of High Crompton hydraulically inadequate will not support or sustain the additional residential properties proposed by the GMSF.
- We question the need to build more industrial units when there are so many new units in the area still up for let .
- There is some agreement with the extension of the Kingsway business park.

Social Infrastructure

- Infrastructure such as schools are over subscribed, health centres, doctors, dentists, hospitals are lacking as are services such as fire service, council services
- There is insufficient policing and crime rates particularly around Woodhouses and Failsworth is an issue.
- It si unclear as to who will fund the infrastructure.
- The proposed plans would put too much pressure on existing infrastructure especially health, education, roads and increase air pollution

Environmental – Green Infrastructure, Biodiversity, open space

- Concern about loss of wildlife.and the destruction of beautiful green spaces and not enough work is being done on environmental and cultural impact.
- There is so much evidence of ill health and deprivation associated with the lack of green spaces in towns and cities. A recent report from the UN has said that loss of biodiversity could lead to the extinction of the human race and that the tipping point is not so far away, if the loss continues.
- these green corridors with marginalised farms could be converted to forests as part of north/south forest plans increasing biodiversity and still have new housing.

Air Quality

- There is concern about air pollution especially in light of increased traffic..
- Monitoring has shown that Shaw residents are already suffering dangerous levels of Nitrogen Dioxide from the M62 and surrounding roads.
- Development of such an industrial site locally will have negative impact on the health of local people The incidence and prevalence of respiratory disease such as Asthma, Chronic Obstructive Pulmonary Disease and Pulmonary Fibrosis is increasing in Oldham

Other

- It was argued that there has been a failure of the GMCA to address any of the concerns identified by the first consultation for the area
- Suggestion for community liaison committee set up so the voice of the community can be heard.

Response to comments:

Principle / scale of development:

There has been a significant reduction in proposed Green Belt release within Oldham, with approximately 50% less Green Belt proposed for release in GMSF 2020 compared to the GMSF 2019. The GMSF 2019 released 363.7ha of Green Belt. GMSF 2020 proposes to release around 188ha of Green Belt.

With reference to development around Stakehill, the allocation policy wording states that development will be required to have regard to views from Tandle Hill Country Park in terms of the design, landscaping and boundary treatment in order to minimise the visual impact as much as possible.

Housing (inc affordable housing):

The housing methodology is covered in the Housing Background Paper.

The Housing Background Paper sets out Greater Manchester's Housing Need, including how each district will meet their own housing need and the collective need of GM. Compared to the GMSF 2019, Oldham's housing need, as set out in the GMSF 2020, has been reduced from 106% of our LHN to 100% of our LHN. This is to ensure Oldham meets its local housing need, whilst protecting as much Green Belt land as possible.

The allocation policies require development to provide a range of dwelling types and sizes to deliver inclusive neighbourhoods and meet local needs, including a mix of high-quality family housing. 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.

In the 2020 GMSF, Chapter 7 'Homes for Greater Manchester' and Policy GM- H2 sets out the approach to affordable housing across GM and supports the provision of affordable housing, either on or off-site, as part of new development, with locally appropriate requirements being set by each local authority. The allocation policies state that development will be required to provide for affordable homes in line with local planning policy requirements. A Housing Strategy and Local Housing Needs Assessment has been prepared by Oldham Council which will inform Local Plan affordable housing policy.

Economy and employment:

Chapter 6 'A Prosperous Greater Manchester' of the 2020 GMSF sets out the approach to employment and skills across Greater Manchester, in that the plan will contribute to enhancing the supply of employment opportunities at a variety of skill levels throughout Greater Manchester to achieve more inclusive growth. Policy GM-P 2 sets out that a diverse range of employment sites and premises, both new and second hand, will be made available across Greater Manchester 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.

Green Belt:

The case for exceptional circumstances for the Green Belt proposals as a whole is set out in the accompanying Green Belt Topic Paper.

Brownfield:

Since the GMSF 2019, Oldham Council has carried out a comprehensive and robust review of the borough's housing land supply, significantly increasing the housing land supply within the urban area. This including emerging findings from our draft Mill Strategy, the recently completed Retail and Leisure Study and the council's aspiration for Oldham Town Centre as part of Creating a Better Place. The current housing land supply position will be available as part of the evidence to support GMSF 2020.

The GMSF adopts a 'brownfield preference' policy and sets out how we (the GMCA and the ten GM districts) will do all that we can to make sure that our brownfield sites comes forward in the early part of the plan period. 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. However, this additional housing land identified is still not enough to meet our local housing need. Therefore, whilst we understand the significant concerns the local community has expressed in the previous consultations regarding the proposed strategic allocations there is still a need to release land from the Green Belt for future development.

Transport – Highways / Public Transport / Cycling / Walking

The Greater Manchester Transport Strategy 2040 supported by a 5-Year Delivery Plan sits alongside GMSF 2020 and sets out the immediate and longer-term programme for transport interventions needed to support sustainable growth. The 2040 5-Year Delivery Plan will also be used to incorporate the strategic transport interventions needed for the new GMSF growth allocations into Greater Manchester's wider programme and funding requirements. The 2040 5-Year Delivery Plan is the framework for transport investment, across Greater Manchester, required to support growth throughout the GMSF plan period and as such should be read alongside this chapter.

Locality assessments prepared as part of the transport evidence to inform GMSF 2020 have identified mitigation measures needed to minimise the impact of the proposed development on the local highway network, the strategic highway network (where appropriate), and opportunities for multi-modal access (including public transport, cycling and walking).

Physical Infrastructure:

Policy GM E1 Sustainable Places of the 2020 GMSF sets out a series of criteria relation to design and the delivery of the attractive places, including a requirement that new development to be supported by critical infrastructure, such as energy, water and drainage and green spaces.

Social Infrastructure:

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. Allocation policy wording requires development to contribute to additional school places, and appropriate health facilities and community facilities, where appropriate and in liaison with the local authority.

In addition:

- Policy GM-E 5 Education of the 2020 GMSF states that significant enhancements in education, skills and knowledge will be promoted throughout Greater Manchester by enabling the delivery of new and improved education, skills and knowledge for all ages and the delivery of sufficient school places to respond to the demands from new housing.

- Policy GM–E 6 Health of the 2020 GMSF states that new development will be required to maximise its positive contribution to health and well-being through the submission of Health Impact Assessments for all development proposals which require an Environmental Impact Assessment. Improvements in health facilities will

be supported, by requiring, where appropriate, the provision of new or improved health facilities as part of new developments that would significantly increase demand.

Environmental – Green Infrastructure, Biodiversity, open space

Chapter 8 A Greener Greater Manchester of the 2020 GMSF sets out the approach to Green Infrastructure, landscape and biodiversity. Allocation policy wording sets out requirements relating to individual allocations.

Air Quality:

Air Quality is covered by Policy GM-S 6 Clean Air of the 2020GMSF which sets out a range of measures to support air quality. Government has directed Greater Manchester to produce a Clean Air Plan. The ten districts have chosen to do this collectively. In March 2019 the GM Authorities determined the best performing option to reduce NO2 across GM and agreed the submission of the Outline Business Case (OBC) to Government. A public consultation on the draft Clean Air Plan will be carried out in October/November 2020.

3.2.6. Strategic Allocations in Rochdale

There are 7 allocations in Rochdale. There were 2,942 comments received in relation to the Rochdale allocations.

GM Allocation 23: Bamford and Norden (411 comments)

Support for the allocation was received from some residents who stated this area has suffered from a lack of housing provision for young professionals, especially with families, which has driven people away from the area.. Many residents raised the issue of whether the site is available for development with claims that it was not due to over 2 thirds being in private ownership. These owners have publically stated that they are not willing to sell the land for development.
There were concerns raised with regards to existing heavy congestion, particularly during peak times, on the roads in Bamford and Norden, especially on Norden Road and Bury Road.

The sustainability of the site has been questioned due to poor public transport links.and concerns regarding the lack of existing local facilities and social infrastructure in this area including such things as community centres, libraries and parks.

The issue of air pollution was a concern for many residents. A section of Bury Road falls within an Air Quality Management Area and already exceeds air pollution guidelines.
The amendment to the allocation, to remove the playing fields, is a welcome and helpful change. The football and cricket facilities provided on the Green Belt are an invaluable asset of the community and should not be lost for ever. However there were a lot of objections regarding the impact on the existing sports facilities such as Bamford Fieldhouse Cricket and Tennis Club and the football pitches, with concern that 450 homes will not realistically fit on the site without development / loss of the playing fields.

Principle / scale of development
• The proposed site is not sustainable and does not fit the vision or objectives of the GMSF. • The proposed site is not wholly available for development, as farmers who have publically stated they will not sell for development own a large part.
Housing (inc affordable housing)
• This area has suffered from a lack of housing provision for young professionals, especially with families, which has driven people away from the area. A balanced development of good quality homes adjacent to green space in Bamford is long overdue and would bring people into the area. • Many residents raised concerns that the site will only provide high value housing and no affordable or older persons housing, of which there is a shortage in this area. It is assumed that Rochdale is proposing high value housing to benefit financially from higher council tax rates. There is no evidence indicating a need for high value housing in this area. • Disagree with how the Local Housing Need has been calculated and with Rochdale's housing target being higher than its Local Housing Need.
Employment and Economy

• The GMSF needs a policy of building on smaller brownfield sites first which would benefit local smaller house builders and boost the local economy.
Green Belt
• Exceptional Circumstances have not been demonstrated to remove land from the Green Belt and no Green Belt review has taken place. • This proposal will lead to urban sprawl. • The plan is not in line with the Greater Manchester mayors statement of 'no net Green Belt loss'. The proposed Green Belt addition does not justify the release of Green Belt for development.
Brownfield
• There are many brownfield sites available; these should be developed instead of Green Belt. • There are around 20 hectares of brownfield land not included on Rochdale's Brownfield Land Register. They need to be added urgently.
Transport – Highways / Public Transport / Cycling / Walking
• Many residents raised concerns about the existing heavy congestion on the roads in Bamford and Norden. Especially Norden Road and Bury Road. The proposed development will result in an assumed increase of 900 – 1200 cars on these roads making the congestion much worse. • Currently a poor public transport service in this area. Poor bus service that cannot cope with any increased demand and no Metrolink service nearby. The potential raid bus link to the city centre will not go far enough to relieve and reduce congestion, as most people will still commute by car. • Any proposed transport improvements, including those highlighted in the Transport for Greater Manchester 2020-25 draft delivery plan, will not be delivered in time to negate the negative impact on this development.
Physical Infrastructure and utilities
• Significant Development will cause issues with the existing sewers, drainage and run off systems, which will not cope with increased demand. They have not been upgraded for 50 years. • Several electricity pylons and overhead high voltage power lines bisect the site. This reduces the developable area, as you cannot build close to /under these. Concerns were raised over the risk of living next to these electricity pylons should the development go ahead, including the increased risk of getting cancer.
Social Infrastructure
• The doctors, hospitals and dentists are all oversubscribed with long wait times for appointments. • Both primary and secondary schools are oversubscribed with long waiting lists and no room for expansions. • There are no existing local facilities in this area such as community centres, libraries and parks. • There are not enough police officers in this area with crime rates rising.
Environmental – Green Infrastructure, Biodiversity, open space

- The development will have a significant negative impact on biodiversity and existing wildlife on the site, such as wild deer, bats, foxes, birds and other vulnerable species.
- The site contains mature trees and several miles of ancient hedgerows which have been established over a 100 years.
- Development will have a negative impact on existing footpaths and bridleways used by many residents and local walking group 'Wednesday Walkers Oldham'.
- The nearest park is 1.5km away. This is the only green space in Bamford and its loss will deprive residents of a place to walk, exercise, play and socialise.
- Any development should ensure that some greenery is maintained between the new and existing houses. Further the site boundary comes too close to the edge of Ashworth Valley. It should be reduced in size and pulled back at least.
- How are you planning to protect the remaining green spaces from further development?

Air Quality

- A section of Bury Road is in an Air Quality Management Area and already exceeds air pollution guidelines. This development and the resulting increased number of cars will increase the level of pollution, affecting people's health.
- The existing green space currently works to counter act the negative effects of Carbon Dioxide.

Flood risk

- This land in constantly waterlogged due to a high water table, ponds, springs and brooks on the site.
- The site currently suffers from flooding during heavy rainfall.

Heritage

- 5.6% (1.92 hectares) of the site is within 250m of listed buildings, structures or monuments. Bamford Chapel is adjacent to the southernmost tip of the site and is a Grade 2 listed building. Pleased that this will be taken into consideration in the proposal.
- Development will result in the destruction and damage of ancient pack-tracks on the site destroying our local industrial heritage.

Other

- The development will have a severe impact on the existing sports facilities Bamford Fieldhouse Cricket and Tennis Club and the football fields. There is concern that the proposed 450 homes will not fit on the site without some loss of these playing fields.
- We need to support local farmers, not displace them and build on their land.
- Other GMSF sites been removed or scaled back since 2016, but this site has not.
- This site does not meet to site selection process as disagreement in does not meet criteria 7. There is also no feasibility study to support the proposal.

Response to Comments

The site selection paper identifies that Bamford/Norden meets criterion 7.

The policy requires the retention and significant enhancement of the existing recreational facilities.

The justification for the housing figures are set out Policy GM-H 1 and the supporting background evidence including the GM Strategic Housing Market Assessment 2020. The Local Plan policy deals with the provision of affordable housing. The site also does offer the opportunity to provide larger, higher value properties which are in short supply in the borough.

The case for exceptional circumstances is set out for the Green Belt proposals as a whole and the specific case for this allocation in the accompanying Green Belt Topic Paper.

The GMSF prioritises the use of brownfield land. However it acknowledges that in order to meet the housing and employment needs selective release of Green Belt is necessary.

Transport analysis contained in the locality assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation. The policy also includes potential to deliver bus rapid transit services.

Objective 9 of the GMSF seeks to ensure that new development is properly served by social and physical infrastructure including schools, health, social care, sports and recreation facilities. The policy seeks contributions to ensure sufficient school places.

Policy GM-G 9 covers the concept of net gain with respects to Green Infrastructure and biodiversity.

The Integrated Appraisal (IA) identifies that the allocation is within 150m of an existing AQMA. The policy for the allocation incorporates wording that aligns with the mitigation suggested in the IA.

The site has been covered by the GM Strategic Flood Risk Assessment which has considered all the allocations in respect of flood risk and water management and no significant issues have been identified.

The policy includes the need to ensure the design of the scheme preserves and enhances the setting of the listed Bamford Chapel to the south of the site. Heritage and archaeological screening has been untaken by the University of Salford Archaeology Team.

Other concerns raised by consultees are covered by the allocations policy, other GMSF policies or Local Plan policies.

GM Allocation 24: Castleton Sidings (103 comments)

There was general overall support for the redevelopment of this site. This was largely due to it being a brownfield site and in a sustainable location. Some respondents have noted how Castleton as an area had declined and is in need of regeneration. It is considered that development of this site may help in contributing to the regeneration of Castleton and addressing some of these issues.

Objections were received to the release of Green Belt land. Some residents felt that additional housing is not needed in this area and the proposed site should remain as Green Belt. Concerns were raised that the loss of Green Belt will contribute to rising air pollution levels.

It has been assumed that the proposed housing will result in a large increase in traffic and many respondents raised concerns the current road network would be unable to support this increase. However if the proposal included improvements to the road network and transport links then that would be supported as these improvements are needed. Comments regarding cycling were limited however there was some reservation on how a cycle lane would further decrease traffic capacity. Equally, cycle lanes were also viewed as a positive addition

It was considered that the site is in a sustainable location, but the impact on local services needs to be addressed. Local services such as doctors, dentists and schools are over-subscribed with long wait times to get appointments and a shortfall in school places. These services cannot cope with increased pressure from additional housing.

Principle / scale of development
• This is considered to be a good use of brownfield land and there is support for the proposals to be implemented. • This is a sustainable location, close to the village centre, and considered appropriate for development.
Housing (inc affordable housing)
• Any housing on this site needs to be well thought out and suitable for the area. • There is already plenty of housing available in this area and therefore no need for any more to be built.
Employment and Economy
• There is scope for this site to be partly used as employment. • Better transport links in the area will increase opportunities for employment on these sites.
Green Belt
• No exceptional circumstances have been demonstrated to justify releasing this land from the Green Belt. • Too much Green Belt is being proposed for release across Rochdale. There should be no building on Green Belt land of any kind.
Brownfield
• This proposal is considered to be a good use of brownfield land. • Brownfield sites need to be prioritised for development first before any Green Belt is released. • It does not matter that this land is brownfield. It is still Green Belt land and should not be developed.

Transport – Highways / Public Transport / Cycling / Walking
• This site is in a sustainable location, near to existing transport and rail links. Although some concerns still raised regarding the effects additional housing will have on surrounding infrastructure. • The train service is currently inadequate and in need of improvement. • The infrastructure in this area is already congested. It cannot cope with increased traffic from the proposed housing. • The land should be allocated for a station car park instead of housing.
Physical Infrastructure and utilities
• The development of these houses and any new infrastructure will result in the roads being dug up causing a lot of disruption.
Social Infrastructure
• This is a sustainable location but the impact on local services needs to be addressed. Local services such as doctors, dentists and schools are over-subscribed with long wait times to get appointments and a shortfall in school places. • The village centre is rundown and needs regenerating. • There are no local leisure facilities for residents to use.
Environmental – Green Infrastructure, Biodiversity, open space
• The proposed development will be detrimental to the wildlife on this site, including the wildflowers and birds. • Tree buffers need to be considered as part of any development to reduce the visual impact and noise.
Air Quality
• The air quality levels in this area are already above the recommended limit. Any development, and the associated increased traffic, will increase these levels making the problem much worse. • Green spaces help towards keeping the air clean. Therefore the loss of this Green Belt will contribute to further air pollution and contradicts Greater Manchester's clean air objectives.
Heritage
• The development should not conflict with the heritage railway line.
Other
• No other issues raised
Response to Comments The site selection paper identifies that Castelton Sidings meets criteria 1 and 7. The case for exceptional circumstances is set out for the Green Belt proposals as a whole and the specific case for this allocation in the accompanying Green Belt Topic Paper. Transport analysis contained in the locality assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation.

Objective 9 of the GMSF seeks to ensure that new development is properly served by social and physical infrastructure including schools, health, social care, sports and recreation facilities.

Policy GM-G 9 covers the concept of net gain with respects to Green Infrastructure and biodiversity.

The Integrated Appraisal (IA) identifies that the allocation is within 500m of an existing AQMA. The policy for the allocation incorporates wording that aligns with the mitigation suggested in the IA.

Other concerns raised by consultees are covered by the allocations policy, other GMSF policies or Local Plan policies.

GM Allocation 25: Crimble Mill (197 comments)

Support for allocations was received from some residents who stated the extra houses and the leisure facilities will enhance the area. This support was on the basis that additional or upgraded physical and social infrastructure is also put in place to deal with the increased demand. Support was received for the restoration and redevelopment of Crimble Mill and any surrounding brownfield land as it will bring an historic mill building back into use. However many residents believe the mill can be redeveloped without the need to release and develop any of the Green Belt land and disagreed with the proposed capacity of the site feeling it was too high.

A large number of residents are concerned that access to the site will have to be off Crimble Lane. This is not suitable for construction vehicles during development, increased traffic or emergency vehicle access to potential residents. It is a single vehicle lane with no way of making the entrance/exit wider due to existing houses. Concerns were also raised about the existing heavy congestion on the roads surrounding the site. Especially Rochdale Road East (A58) and Barley Hall Street. The proposed development will result in a large increase of cars making the congestion much worse.

The sustainability of the site has been questioned due to poor local services and public transport links. The site only has access to a poor bus service and it is not in close proximity to a railway station or Metrolink stop. The doctors, hospitals and dentists are all oversubscribed with long wait times for appointments. As are both the local primary and secondary schools. Development will directly impact on neighbouring All Souls Primary due to increased traffic, loss of existing grounds used for the forest school and construction work causing disruption.

The All Souls area is built on a double fault. During the construction of houses on the Gort, heavy plant vehicles caused movement in the double fault and caused tremors. The heavy vehicles had to be excluded from the site. Residents are concerned that if heavy plant is used during the proposed development it may be affected by the tremors, which would cause damage to properties.

Many residents objected to the loss of the Green Belt land as it's the last remaining green space in the area, is well used by residents and vital to people's health, especially children. The development will have a negative impact on ecology, biodiversity and existing wildlife on the site, such as wild deer, bats, foxes, nesting birds and other vulnerable species. Part of the site falls within Flood Zone 3 and has recently been subject to major flooding. The rest of the site also currently suffers from flooding during heavy rainfall.

Principle / scale of development
• Support the redevelopment of the mill as it will bring an historic building back into use. The extra houses and the leisure facilities will enhance the area. • Support of the redevelopment of the mill and surrounding brownfield land, however object to any development on the Green Belt land. • The viability of the scheme was questioned as the restoration and redevelopment of a dilapidated listed mill would cost too much money. • The scale of development is too large. There is no need/demand for 250 houses in this area.
Housing (inc affordable housing)
• The redevelopment of the mill must be delivered to completion before any of the Green Belt is released for development.

- The site does not include any affordable housing which is much needed in this area. The executive homes proposed will not meet the needs of the area, local people will not be able to afford them.
- These houses are not needed, as there are many empty properties for sale that have been on the market for a long time.
- Some support received for the site but only based on the capacity being greatly reduced. The site is currently being proposed for over-development.
- You should be investing in the current housing stock to make it more appealing.
- Disagree with Rochdale's Local Housing Need and the methodology used to calculate it.

Employment and Economy

- The proposed residential development will not help the local economy or increase employment.
- There is a lack of manufacturing opportunities in this area.

Green Belt

- Object to the loss of Green Belt land. The mill can be redeveloped without the loss of Green Belt land.
- The proposed development and loss of Green Belt is contrary to the National Planning Policy Framework. No exceptional circumstances have been demonstrated.
- The proposals to add land into the Green Belt is a statistical trick to try and mask the removal of more Green Belt than is being added back in. Queens Park is already protected from development and does not need adding to the Green Belt. Further many residents have little confidence in Green Belt status as protecting land from development, following these proposals.

Brownfield

- Rochdale has a lot of brownfield field land that should be developed before Green Belt is considered for release.
- Government legislation states that councils should exhaust all brownfield sites before considering releasing Green Belt.

Transport – Highways / Public Transport / Cycling / Walking

- Concern that access to the site will have to be off Crimble Lane. This is not suitable for construction vehicles during development, increased traffic or emergency vehicle access to potential residents. It is also a single vehicle lane with no way of making the entrance/exit wider due to existing houses.
- If any development does go ahead, another access route into the site needs to be identified.
- Many residents raised concerns about the existing heavy congestion on the roads surrounding the site. Especially Rochdale Road East (A58) and Barley Hall Street. The proposed development will result in a large increase of cars making the congestion much worse. There is also an issue with cars speeding on the local roads, which is a danger to pedestrians.
- The site has very poor public transport access. A poor bus service and it is not in close proximity to a railway station or Metrolink stop.
- Any supporting road infrastructure needs to be addressed first, before development.
- It is desirable that existing bridleways, such as Crimble Lane, are not used as access routes to new housing. If this is unavoidable, a new multi-user Public Right of Way should be constructed as a separate entity from vehicular traffic using the former route to access housing

Physical Infrastructure and utilities

- The existing physical infrastructure is already over capacity and cannot cope with any new pressures. Any new infrastructure needs to be put in place first, before any development takes place.

Social Infrastructure
• The doctors, hospitals and dentists are all oversubscribed with long wait times for appointments. • Both primary and secondary schools are oversubscribed with long waiting lists. • Development will directly affect neighbouring All Souls Primary School. The traffic here is already unsafe and dangerous for the children. Any extension at will result in loss of existing grounds which will affect the forest school curriculum. The construction work will also create a lot of disruption and impact on the children's education. • All these existing services are on the brink of collapse and cannot cope with any further demand and pressure. • The police and fire services are already overstretched in this area with crime rates rising.
Environmental – Green Infrastructure, Biodiversity, open space
• This land is the last remaining green space in the area and very popular, it is used by dog walkers, cyclists, families walking, children playing and socialising, horse riders and many other local people. This outdoor space is vital to people's health, especially children. • The development will have a negative impact on ecology, biodiversity and existing wildlife on the site. • GM25 Crimble Mill does not recognise the loss of this open space or a requirement for its mitigation. There needs to be a policy requirement for the retention and enhancement of green infrastructure. • The Rochdale Core Strategy notes that there is only 3% of tree coverage around Crimble Mill, which includes many mature trees and significant hedgerows. The further reduction of these would a negative environmental impact.
Air Quality
• Developing open green spaces directly opposes GM policies on keeping our air clean. • Junction 21 has the highest levels of recorded nitrogen dioxide, a further potential 1400 cars will just add to this. • The construction work on site will create a lot of additional pollution next to an existing school, which will affect children's health.
Flood risk
• Part of the site falls within Flood Zone 3 and has recently been subject to major flooding. The rest of the site also currently suffers from flooding during heavy rainfall. • Developing this porous land will result in flooding and direct heavy rainfall to the adjacent flood zone on Queens Park and other areas. • The policy does not mention the inclusion of multifunctional Green Infrastructure or Sustainable Drainage Systems measures for managing surface water runoff. This should be included.
Heritage
• You must ensure that the proposed development on the north side of the River Roch would be restoration work to respect the setting of the Grade 2 listed Crimble Mill. • The mill should be converted into a heritage centre that contains information on the mills and local heritage.

Other

- Residents concerned with developers. Claims they are not good with consulting and working with residents.
- The All Souls area is built on a double fault, which was discovered years ago during the building by Caseys of houses on the Gort. During construction, heavy plant vehicles caused movement in the double fault and caused tremors. The heavy vehicles had to be excluded from the site. If heavy plant is used during the proposed development, it may be affected by the tremors, which would damage to properties. It would also be extremely unwise to build new homes on a fault.

Response to Comments

The site selection paper identifies that Crimble Mill meets criteria 5 and 7.

The justification for the housing figures are set out Policy GM-H 1 and the supporting background evidence including the GM Strategic Housing Market Assessment 2020. The Local Plan policy deals with the provision of affordable housing. The site does offer the opportunity to provide larger, higher value properties which are in short supply in the borough.

The case for exceptional circumstances is set out for the Green Belt proposals as a whole and the specific case for this allocation in the accompanying Green Belt Topic Paper.

The GMSF prioritises the use of brownfield land. However it acknowledges that in order to meet the housing and employment needs selective release of Green Belt is necessary.

Transport analysis contained in the locality assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation.

Objective 9 of the GMSF seeks to ensure that new development is properly served by social and physical infrastructure including schools, health, social care, sports and recreation facilities. The policy seeks contributions to ensure sufficient school places including the provision of land to facilitate the expansion of the adjacent All Souls Primary School.

Policy GM-G 9 covers the concept of net gain with respects to Green Infrastructure and biodiversity.

The Integrated Appraisal (IA) identifies that the allocation is within 500m of an existing AQMA. The policy for the allocation incorporates wording that aligns with the mitigation suggested in the IA.

The site has been covered by the GM Strategic Flood Risk Assessment (SFRA) which has considered all the allocations in respect of flood risk and water management. This site does include an area in flood zone 3, this has been taken account of in the SFRA work and can be dealt with through master planning of the site and by ensuring that the mill building can be accessed by the north.

The policy requires improvements to the listed mill complex. Heritage and archaeological screening has been untaken by the University of Salford Archaeology Team.

Other concerns raised by consultees are covered by the allocations policy, other GMSF policies or Local Plan policies.

GM Allocation 26: Land North of Smithy Bridge.(599 comments)

Many of the comments were objecting to any development at Smithy Bridge with many respondents concerned that the types of housing proposed were not appropriate for the area. However there was also some support from respondents who felt that this is a good, sustainable site to redevelop. There was support for increasing the housing offering within this area, particularly to include executive housing which is lacking and in demand. Some respondents stated they have had to move out of the area as there was a lack of high quality homes available.

There was a lot of objection to the loss of Green Belt land with more focus needing to be given to developing brownfield land as a priority. There is also concern that the number of houses being allocated for the size of the village is too high and disproportionate and more focus should be on addressing the local housing need, such as affordable and older persons housing, rather than high value housing.

Several respondents objected to the impact on Hollingworth Lake and the bearing it would have on it as a tourist attraction and area of natural beauty. Many respondents felt that the development would negatively impact wildlife, the overall perception of the area as a rural setting and that the enhancement of green and blue infrastructure of the area needs further consideration. Some respondents felt that Hollingworth Lake should be enhanced for tourism purposes and this site could be better utilised to contribute to this, by providing better leisure facilities or further off road parking.

The increased traffic which will result from the development is a key area of concern for many respondents. Many felt the existing road network is inadequate, heavily congested and will not be able to cope with increased demand. The heavy congestion is further exacerbated by the level crossing closing several times each hour. Concerns were raised regarding the emergency vehicle response times for this area already being above the national average and the negative impact further traffic will have on this. Parking for the Lake was also highlighted as problematic, particularly during nice weather, bank holidays and weekends.

There is an existing issue with school places for this area. Many respondents stated that schools were oversubscribed with many children having to travel long distances to attend school. The proposed primary school is welcomed, however there is a particular issue with secondary school places and many respondents felt that this also needs addressing.

Principle / scale of development
• This proposal is not in line with Rochdale's adopted Local Plan which states Green Belt release is not required in the plan period. • The proposed capacity is too high for such a small area. • Some support for high quality housing as it is considered a sustainable location. • Developing on this site in a sympathetic manner is a good idea and would improve the area and offer local benefits. • The scale of the development needs reducing.
Housing (inc. affordable housing)
• Rochdale is already meeting its adopted housing target and therefore does not need to release any Green Belt land. • Disagreement with the way the Local Housing Need has been calculated, especially the use of 2014 projections. • Disagreement with Rochdale being allocated a higher housing target than is required. • The proposed housing does not meet local needs. It does not include much needed affordable or older persons housing.

- Local people will not be able to afford the proposed housing and will need to move out of the area.
- Support for some much needed high quality houses in this area.

Employment and Economy

- The development of this site and loss of the car park will have a detrimental impact the tourism of this area, which will have a significant impact on the local economy such as local businesses who rely on the tourism the lake draws in.
- There is no proposed employment in the local area.

Green Belt

- This Green Belt separates Smithy Bridge from Littleborough. Its loss will cause the urban areas to merge together.
- This proposal does not take account of national legislation or policy. Exceptional circumstances have not been demonstrated to remove this land from the Green Belt.
- The reduction in Green Belt land does not take account of this being accessible land which can be enjoyed by the public.

Brownfield

- There are many available brownfield sites which should be developed before any Green Belt land is released.
- The proposed site is not in line with the Mayor's approach of focusing on brownfield and Town Centre sites.
- There are lots of empty properties in Rochdale that should be brought back into use, therefore reducing the housing need.

Transport – Highways / Public Transport / Cycling and walking

- The local roads already suffer from heavy congestion, especially during peak hours. The A58 and roads around the lake are often gridlocked. These roads cannot cope with any increase in traffic resulting from the proposed homes.
- There is no evidence of any traffic survey being carried out to assess the impact of the new housing on the roads and no solution to the increased traffic resulting from the proposed housing.
- The level crossing already causes heavy congestion and tailbacks. This will be made much worse with increased traffic.
- The local train service is inadequate and overcrowded. It will not cope with increased demand from new houses.
- There are no suitable public transport links to the nearest Metrolink stop.
- The proposed Rochdale bus priority corridor in the 2040 strategy could extend to Littleborough.
- The loss of the car park will exacerbate existing on street parking problems.
- The response times for emergency vehicles to Littleborough is already above the national average. This will only get worse with increased traffic.
- The proposed development cuts off cycle routes and reduces parking.

Physical Infrastructure and Utilities

- The sewer, drainage and water systems are already in need of urgent renovation and upgrading.
- This additional housing will put significant pressure on the power grid.

Social Infrastructure

- Local services are already overstretched. Doctors, dentists and hospitals are all oversubscribed with long wait times for appointments.
- Local primary and secondary schools are oversubscribed with a shortfall in places and local children unable to secure places.
- Proposals for a new primary school welcomed. However still concern for the lack secondary school places.

- The proposed new school is located on a dangerous bend where there is already a record of traffic incidents.

Environmental – Green Infrastructure / Biodiversity and Open Space

- Many residents, including children, use this area of greenspace for walking, recreation and exercise helping to improve both physical and mental health. Its loss would be detrimental to resident's wellbeing.
- Hollingworth Lake should be enhanced as a tourist attraction rather than houses being built. The open aspect will be lost with this development and will damage the areas natural beauty.
- Numerous types of wildlife and biodiversity will be negatively affected by this development and an important wildlife corridor will be lost. Need to ensure there is provision for wildlife and biodiversity onsite or elsewhere if development takes place.
- The loss of green infrastructure should be avoided, mitigated or protected.

Air Quality

- The carbon emissions created by the increased traffic will significantly increase air pollution in the area. This will be detrimental to people's health.

Flood Risk

- The water table is very high which may have led to the site becoming contaminated from a neighbouring heavily contaminated site.
- Flooding is a significant issue for this area. Areas of Littleborough regularly flood and this development will only make this worse.
- Need to protect the water levels at Hollingworth Lake.
- Sustainable drainage systems need to be considered.

Heritage

- This development will ruin the identity of a historic lakeside village.

Site Specific Issues

- The allocation needs to safeguard Brown Lodge Drive and the other adjoining cul-de-sacs.
- Objections to the loss of the car park used for Hollingworth Lake and requests to remove this car park from the site boundary.
- Paths for horse riding in Littleborough and Smithy Bridge have diminished. Please include multi user paths in any development.
- An adjacent site has open mine shafts and pits which need to be considered.

Response to Comments

The site selection paper identifies that Land north of Smithy Bridge meets criteria 1 and 7.

The justification for the housing figures are set out Policy GM-H 1 and the supporting background evidence including the GM Strategic Housing Market Assessment 2020. The Local Plan policy deals with the provision of affordable housing. The site also offers the opportunity to provide larger, higher value properties which are in short supply in the borough

The case for exceptional circumstances is set out for the Green Belt proposals as a whole and the specific case for this allocation in the accompanying Green Belt Topic Paper.

The GMSF prioritises the use of brownfield land. However it acknowledges that in order to meet the housing and employment needs selective release of Green Belt is necessary.

Transport analysis contained in the locality assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation. The site is

well served by both Smithy Bridge and Littleborough railway stations and the policy requires good links to both these stations.

Objective 9 of the GMSF seeks to ensure that new development is properly served by social and physical infrastructure including schools, health, social care, sports and recreation facilities. The policy seeks contributions to ensure sufficient school places and facilitate the delivery of a new primary school on the site to meet projected needs in the area.

Policy GM-G 9 covers the concept of net gain with respects to Green Infrastructure and biodiversity. Given the proximity of the allocation to designated national and European sites a project specific Habitats Regulations Assessment will be required for planning applications involving 50 or more residential units.

The Integrated Appraisal (IA) identifies that the allocation is within 500m of an existing AQMA. The policy for the allocation incorporates wording that aligns with the mitigation suggested in the IA.

The site has been covered by the GM Strategic Flood Risk Assessment (SFRA) which has considered all the allocations in respect of flood risk and water management and no significant issues have been identified.

Heritage and archaeological screening has been untaken by the University of Salford Archaeology Team.

The policy requires the delivery of a replacement visitor car park to replace the existing poor quality car park currently at the southern end of the site.

Other concerns raised by consultees are covered by the allocations policy, other GMSF policies or Local Plan policies.

GM Allocation 27: Newhey Quarry (451 comments)

Some support is given to the redevelopment of the site as it is felt that the land can be used more effectively, rather than remaining unused and at risk of deterioration. However there are concerns that the size and type of housing proposed will be unaffordable and does not fit the local housing need for this area. Residents felt that he types of houses that are needed include smaller housing, affordable housing, properties suitable for first time buyers and houses suitable for an increasingly growing elderly population.

There was strong objection to any potential loss of Green Belt land. Some responses suggested that the best solution and way forward would be to concentrate affordable housing within the urban centre and by remediating and developing brownfield sites.

A number of concerns have been raised in regards to the local transport links and roads. There is considerable objection to the additional amount of traffic that would be created from a development of this size. Many respondents felt that the current transport links and roads in the vicinity could not accommodate the increased traffic as the highways are already heavily congested and under strain, especially during peak times and if there is an issue on the M62 motorway. Any additional housing would only exacerbate this issue.

There was a general feeling that many of the local facilities were already overburdened and that a development of this size would mean additional pressure on over stretched resources. Local schools, doctors, dentists and hospitals are over-subscribed with very long waiting times for appointments and local leisure activities would be affected by the development. There was some suggestion the site could be used instead as a local community facility rather than solely for housing.

The Quarry provides a unique home for habitat and biodiversity. Some respondents felt that the wildlife which is specific to the Quarry environment is at serious risk if development takes place, as there would not be an alternative site to accommodate this type of biodiversity. Concerns were raised that there is nothing in the policy that sought to protect this unique habitat and wildlife. Some analysis and assessment needs to done to identify the quality of the sites biodiversity and geological value before any development takes place.

Principle / scale of development
• Development should be focussed on urban areas. There is plenty of housing available in the Rochdale area without needing to release any Green Belt. • The scale of development is too large. There is no need/demand for such a large quantity of homes in this area. • Some support received stating there is scope for development; however, the overall number proposed is too high. • Some support received for the Quarry to be reused/developed therefore bringing it back into use and not being left empty/overgrown.
Housing (inc affordable housing)
• The proposed site does not include the type of housing these area needs, such as affordable and older persons housing. • The housing proposed should be more inclusive and affordable to accommodate local housing need, such as for first time buyers, rather than executive housing. Young people cannot afford to live here and older populations are not being considered for over the plan period. • General disagreement with the methodology used for the Local Housing Need calculations and therefore Rochdale's housing figure in the GMSF.

Employment and Economy
• The GMSF plan and this proposal has no regard for the farming industry and their livelihood. • The GMSF plan and this proposal do not bring any jobs to this area, just housing.
Green Belt
• There is strong objection to the loss of this Green Belt land. The proposed development and Green Belt release is contrary to the National Planning Policy Framework. No exceptional circumstances can be demonstrated. • The loss of Green Belt will detrimental to the health and wellbeing of residents. • The local character of this area will be lost if the Green Belt is released and developed.
Brownfield
• All brownfield sites should be prioritised, developed first and should take precedence over Green Belt and greenfield sites. • More focus is needed on developing brownfield sites and remediation. There are plenty of brownfield sites available in the area that are not fully being utilised. • There was disagreement with the brownfield sites that have been discounted from development. • There are vacant mills in Rochdale that can be redeveloped and brought back into use first.
Transport – Highways / Public Transport / Cycling / Walking
• Significant objection to the site is due to existing heavy congestion issues in the area, especially on Huddersfield Road A460, A663, Elizabethan Way and at Junction 21. Traffic and congestion is a major problem especially if is there is an issue on the motorway. • The existing infrastructure will not be able accommodate increased traffic created from this new housing. • A bypass is needed rather than a relief road. • The current public transport links are inadequate and overstretched. • Space for a cycling route is limited.
Physical Infrastructure and utilities
• The water systems and utilities in this area are in need of renovation. • The existing sewer system is inadequate and in need of renovation.
Social Infrastructure
• More local facilities are needed, as the existing facilities are over-subscribed, including hospitals, doctors, dentists and educational facilities. It is already very difficult to get appointments and school places. • There have been previous housing developments in this area and no extra local facilities were provided to accommodate the additional number of residents. • The Quarry could be redeveloped as a local community facility instead of housing. • Leisure activities in this area will be affected such as birdwatching and walking. • There has already been an increase in anti-social behaviour in this area.
Environmental – Green Infrastructure, Biodiversity, open space
• Newhey Quarry is an important site for a variety of wildlife. Their habitats will be at risk if it is developed. • The uniqueness of the quarry would mean the biodiversity benefits would not be able to be compensated elsewhere. Deer's also visit in the winter from the Moors. • Some of the species at the Quarry may been endangered and therefore protected. • The GMSF policies do not seek to ensure that the local biodiversity will be preserved. Some analysis and assessment is needed for the quality of the sites biological and geological value.

- Attractive green and functional spaces should be a key priority at the Quarry and retained.

Air Quality

- The increase in traffic because of any development is likely to increase air pollution, which is already high. This will be detrimental to people's health.
- The development will also increase the risk of dust in the air.
- Any new development should measure the impact on air quality.

Flood risk

- There is no mention of Green Infrastructure, Sustainable Drainage Systems or flood risk mitigation for the proposal.
- The development, and the removal of the trees, is likely to increase flood risk in the area.

Heritage

- Newhey Quarry is an important natural heritage site, which has been present for hundreds of years. To develop it would be removing a site of local significance.

Other

- The revised version of the GMSF is not acceptable.
- There are too many economic uncertainties to forecast housing this far in the future.
- The area has poor signal, which cannot cope with an increase of residents and higher usage.

Response to Comments

The site selection paper identifies that Newhey Quarry meets criterion 1.

The justification for the housing figures are set out Policy GM-H 1 and the supporting background evidence including the GM Strategic Housing Market Assessment 2020. The Local Plan policy deals with the provision of affordable housing. The site offers a mix of housing types, including the opportunity to provide larger, higher value properties which are in short supply in the borough.

The case for exceptional circumstances is set out for the Green Belt proposals as a whole and the specific case for this allocation in the accompanying Green Belt Topic Paper.

Newhey Quarry is a brownfield site and the GMSF prioritises the use of brownfield land. However it acknowledges that in order to meet the housing and employment needs, selective release of Green Belt is necessary.

Transport analysis contained in the locality assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation. The policy refers to the provision of publically available car parking to serve the Metrolink stop in Newhey and the residents on Huddersfield Road to alleviate on street parking issues.

Objective 9 of the GMSF seeks to ensure that new development is properly served by social and physical infrastructure including schools, health, social care, sports and recreation facilities.

Policy GM-G 9 covers the concept of net gain with respects to Green Infrastructure and biodiversity. The policy includes criteria to ensure that any treatment of the quarry face takes the opportunity to incorporate biodiversity and attractive visual features to enhance the quality of the development.

The Integrated Appraisal (IA) identifies that the allocation is within 500m of an existing AQMA. The policy for the allocation incorporates wording that aligns with the mitigation suggested in the IA.

The site has been covered by the GM Strategic Flood Risk Assessment which has considered all the allocations in respect of flood risk and water management and no significant issues have been identified.

The policy includes the need to ensure the design of the scheme preserves and enhances the setting of the listed St Thomas Church. Heritage and archaeological screening has been untaken by the University of Salford Archaeology Team.

Other concerns raised by consultees are covered by the allocations policy, other GMSF policies or Local Plan policies.

GM Allocation 28: Roch Valley (453 comments)

Many respondents felt the scale of development was too large for this area and the site could not be justified for use as housing. Further to this, there was disagreement with the type of housing proposed, as this does not meet local housing needs for this area. There is no affordable or older persons housing proposed and too much focus on high quality, expensive homes which local people cannot afford.

Another key concerns is the impact on the local traffic, in particular on the A58 and Smithy Bridge Road. These roads are already heavily congested, especially at peak times, and any additional traffic will make this much worse and unbearable. The level crossing is frequently down which disrupts traffic and if local trains were increased on this route then this will mean even greater delays on these roads. There is a lot of concern that the local road infrastructure will not be able to support the additional traffic resulting from this development.

Many respondents felt that public transport links are overcrowded and inadequate. Public transport facilities are a concern at Smithy Bridge station and Milnrow Metrolink stop where services are very overcrowded during rush hour. These services will not be able to cope with increased demand resulting from the proposed houses.

There are numerous comments regarding flood risk issues in the area. Existing flooding has been highlighted as a particular concern and any new development will only increase flood risk. The site is too close to the River Roch which is prone to flooding and previous flood prevention measures in this area didn't work.

Concerns were raised regarding the detrimental impact development will have on the wildlife and how it will decrease the levels of biodiversity. The site is an attractive river valley, the proposed development will detrimentally change the landscape at Smithy Bridge forever and destroy the natural beauty of the area.

Some respondents questioned why the land is protected but still being considered for development. It is felt that open green spaces are an important part of the area and are used for walking, cycling and other recreation activities that benefit people's health and wellbeing.

Principle / scale of development
• This land should be protected and not used for a residential development. • The proposed capacity is currently too high. It will be reduced at the next stage as tactic to appease objectors. • The scale of development is too large for a small area.
Housing (inc affordable housing)
• There is too much focus on high quality, expensive homes which is not suitable for the area as local people cannot afford them. • The type of housing proposed does not met the local need. There is no affordable or older persons housing proposed. • The proposed housing is not suitable for the jobs market. • No more houses are needed in this area.
Employment and Economy
• The proposed development may harm the rural economy.
Green Belt
• This is Protected Open Land. Why has this been designated as protected if it can still be built on?

Brownfield
• Brownfield sites should be remediated and built out first as a priority. • Need to focus development in town centres and on brownfield sites.
Transport – Highways / Public Transport / Cycling / Walking
• The local road infrastructure will not be able to support the additional traffic resulting from this development. • Smithy Bridge Road, the A58 and many local roads are already heavily congested, especially during peak hours. Any additional traffic will make this much worse and unbearable. • The level crossing is frequently down which disrupts traffic. Any additional train's services will cause even more delays. • The local road infrastructure already needs improvement, without the added pressure of further housing. • The train service is overcrowded and inadequate. The Metrolink service is also overcrowded for those who can access it.
Physical Infrastructure and utilities
• The existing drainage systems will not be able to support the additional run off from the development.
Social Infrastructure
• All existing social infrastructure is already overstretched. • Doctors, dentists and schools are all oversubscribed, with long wait times for appointments. • Better local facilities are needed in this area. • There needs to be more investment in the local tourism.
Environmental – Green Infrastructure, Biodiversity, open space
• This site is an attractive river valley. Some development may be justified in the north, but not the south. • The proposed development will detrimentally change the landscape at Smithy Bridge forever. • The development will destroy the natural beauty of the area. • Green spaces are an important part of the area and are used for walking, cycling and other recreation activities that benefit people's health and wellbeing. • The development will have a detrimental impact on the wildlife and will decrease the levels of biodiversity. • The loss of green space will have a negative impact on climate change.
Air Quality
• The air quality will be negatively affected by the increase in traffic.
Flood risk
• The site and surrounding area are on a flood plain. Any development will result in increased flooding in the area. • The site is too close to the River Roch which is prone to flooding. Previous flood prevention measures in this area didn't work. • Our green spaces provide natural flood measures.
Other
• No information is provided as to how excellent design and sustainability will be achieved.
Response to Comments The site is designated as Protected Open Land and is not Green Belt.

The justification for the housing figures are set out Policy GM-H 1 and the supporting background evidence including the GM Strategic Housing Market Assessment 2020. The Local Plan policy deals with the provision of affordable housing. The site also does offer the opportunity to provide larger, higher value properties which are in short supply in the borough.

The GMSF prioritises the use of brownfield land. However it acknowledges that in order to meet the housing and employment needs, selective release of greenfield land is necessary.

Transport analysis contained in the locality assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation. The site is well served by both Smithy Bridge railway station and bus services along the A58. The policy also includes reference to the delivery of a section of a proposed residential relief road between Smithy Bridge Road and Albert Royds Street to improve traffic flows in the area. This would also include high quality pedestrian and cycle routes.

Objective 9 of the GMSF seeks to ensure that new development is properly served by social and physical infrastructure including schools, health, social care, sports and recreation facilities. The policy seeks contributions to ensure sufficient school places are provided to meet the needs of the development.

Policy GM-G 9 covers the concept of net gain with respects to Green Infrastructure and biodiversity.

The Integrated Appraisal (IA) identifies the allocation will need to respond to climate change impacts which can be achieved through careful design as a result of subsequent masterplanning. The policy also includes reference to electric vehicle charging points and cycle storage.

The Integrated Appraisal (IA) identifies that the allocation is within 500m of an existing AQMA. The policy for the allocation incorporates wording that aligns with the mitigation suggested in the IA.

The site has been covered by the GM Strategic Flood Risk Assessment (SFRA) which has considered all the allocations in respect of flood risk and water management and no significant issues have been identified. The policy makes reference to the safeguarding of 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.

Other concerns raised by consultees are covered by the allocations policy, other GMSF policies or Local Plan policies.

GM Allocation 29: Trows Farm (283 comments)

There is objection to the proposal of building on a significant proportion of the Green Belt which would increase the urban sprawl between Oldham and Rochdale. Further additional new housing in the area is not supported unless it's for social or affordable housing.

There are key concerns about how the new additional homes proposed would place a considerable amount of pressure on existing, and in some instances inadequate infrastructure, which could exacerbate issues around drainage, sewers and flooding measures.

There is support for providing adequate infrastructure such as schools, hospitals and doctors before any development takes place, in order to ensure that community facilities can accommodate and manage the additional capacity/subscription. This could be either through an expansion of the existing site or provision of new facilities.

Further additional development within the area will exacerbate existing congestion issues. It is assumed the development will result in an increase of 1400 cars on these local roads making the congestion much worse. Furthermore, there is concern that none of the future mitigating transport interventions set out within the Strategy and Delivery Plan have been properly scoped, subject to feasibility, or are funded (e.g. tram-train usage from Rochdale railway station to Bury via Castleton and Heywood and the provision of a new railway station at Slattocks).

Parts of the site are not deemed to be sustainable and will not benefit from good access to a bus or railway service.

The proposed site is built on a sand belt and does not make it suitable for development.

The development will have a negative impact on climate change by loss of Green Belt land which includes significant local biodiversity and heritage assets. It also captures carbon, provides space for water to prevent flooding, and protects the water supply. The concern is that the increasing effects of urbanisation from building more houses will only result in further decline of species such as foxes, rabbits and hedgehogs and similar organism's, ecology, biodiversity and existing wildlife on the site, such as wild deer, bats, foxes, nesting birds and other vulnerable species.

Tandle Hill and the land that surrounds it is seen as an important historical asset and residents seek to protect and preserve this for future generations.

Principle / scale of development
• Development will negatively impact open land, however it is in a sustainable location near the motorway.
Housing (inc affordable housing)
• Any proposed housing should be built on brownfield sites and at much higher density. • There is a need for affordable housing in this area.
Employment and Economy
• The GMSF is incompatible with low paid jobs. • Working farms need protecting not developing.
Green Belt
• The proposal will result in urban areas merging together. • Exceptional circumstances have not been demonstrated to release this land from Green Belt.

Brownfield
• Brownfield sites are being underutilised by the GM Spatial Plan. • Brownfield sites should be developed out before any Green Belt land is released. • Remediation of difficult/toxic brownfield sites across Greater Manchester, no matter how large or small, should be undertaken before considering Green Belt or green space for development.
Transport – Highways / Public Transport / Cycling / Walking
• The existing road infrastructure in this area is not designed for the additional capacity new homes and employment space will bring. • Concerns raised over the negative impact on roads and motorways in terms of congestion, noise and air pollution. • None of the future mitigating transport interventions set out within the Strategy and Delivery Plan have been properly scoped, subject to feasibility, or are funded (e.g. tram-train usage from Rochdale railway station to Bury via Castleton and Heywood and the provision of a new railway station at Slattocks).
Physical Infrastructure and utilities
• Development will result in a significant impact on existing and future services.
Social Infrastructure
• Concerns raised over the impact congestion, noise and air pollution will have on existing school playgrounds, gardens and green spaces for leisure / play. • A development of this size needs local shops and facilities for older children. • Existing infrastructure such as hospitals, doctors, dentists, and educational facilities, are already over capacity/subscribed. • Investment in schools, facilities and services need to be made before the proposed developments and built out.
Environmental – Green Infrastructure, Biodiversity, open space
• The Green Belt land is good for Climate Change including significant local biodiversity and heritage assets. It also captures carbon, provides space for water to prevent flooding, and protects the water supply. • The loss of huge amounts of the Green Belt will have a detrimental impact on local residents who use this as outdoor amenity green space in regards to walking, hiking, horse riding, running and cycling.
Air Quality
• The roads are already congested; junction 21 has the highest recorded levels of nitrogen dioxide a further potential 1400 cars will only add to this.
Flood risk
• This site is on a flood plain, any development will increase the risk of flooding. • Development will cause issues with the sewers, which can't cope with the increased demand.
Heritage
• There is a Jewish burial site at Trows Farm.
Other
• To develop farm land at a time where food production will be critical following the EU exit is not sensible and it should be retained for better use. • Raising the awareness of the consultation has been poor and failure to comply with the Statement of Community Involvement.
Response to Comments The site is designated as Protected Open Land and is not Green Belt.

The Local Plan policy deals with the provision of affordable housing. The policy seeks to deliver high quality family housing.

The GMSF prioritises the use of brownfield land. However it acknowledges that in order to meet the housing and employment needs, selective release of greenfield land is necessary.

Transport analysis contained in the locality assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation. The site is well served by Castleton railway station and a high frequency bus service through Castleton Centre. The policy requires attractive walking and cycling routes to these.

Objective 9 of the GMSF seeks to ensure that new development is properly served by social and physical infrastructure including schools, health, social care, sports and recreation facilities. The development will be expected to contribute to the provision of a new school to serve this development and the wider area.

Policy GM-G 9 covers the concept of net gain with respects to Green Infrastructure and biodiversity. Given the proximity of the allocation to designated national and European sites a project specific Habitats Regulations Assessment will be required for planning applications involving 50 or more residential units.

The Integrated Appraisal (IA) identifies that the allocation is within 150m of an existing AQMA. The policy include the need to incorporate appropriate noise and air quality mitigation along the motorway corridors.

The Integrated Appraisal (IA) identifies the allocation will need to respond to climate change impacts which can be achieved through careful design as a result of subsequent masterplanning. The policy also includes reference to electric vehicle charging points and cycle storage.

The site has been covered by the GM Strategic Flood Risk Assessment (SFRA) which has considered all the allocations in respect of flood risk and water management and no significant issues have been identified.

Heritage and archaeological screening has been untaken by the University of Salford Archaeology Team.

Public consultation has been carried out in line with the Rochdale Statement of Community Involvement and national regulations relating to the production of development plans.

Other concerns raised by consultees are covered by the allocations policy, other GMSF policies or Local Plan policies.

Further comments on the overall proposals for Rochdale, including strategic transport interventions (445 comments)

Principle / scale of development
• Green Belt land should be protected with the priority being building on Brownfield Land first. • Amount of development proposed is not required given latest population projections
Housing (inc affordable housing)
• The housing being put forward by developers are 3/4 & 5 bed-roomed houses - these aren't affordable/social homes • All aspirational family housing is being built on green spaces outside towns • More housing could be built in town centres • Additional housing is needed to support the proposed employment growth in the borough • Need to use empty properties and build taller/higher densities
Employment and Economy
• Plenty of vacant industrial units that should be occupied first • Empty and redundant area of employment should be invested in and reused. • Old mills and factories should be reused and built out.
Green Belt
• A number of sites put forward as alternatives to the allocations in the draft plan, some of which are still in the Green Belt. • Exceptional circumstances for Green belt loss have not been demonstrated • Land proposed to go into the Green Belt is just to make the figures look better • Too much Green Belt lost in Rochdale and Oldham
Brownfield
• Plenty of brownfield sites that could accommodate new development including former mill sites and sites in the town centre
Transport – Highways / Public Transport / Cycling / Walking
• Road infrastructure, particularly the local highway network is not up to dealing with the increase in traffic • A detailed traffic impact assessment should be carried out, providing viable and costed solutions to the current and future traffic congestion before any decisions are made • Improve national network rail connections with the local connections • Train carriages are not fit for purpose anymore • Train and bus services are unreliable with poor weekend, evening service • Park and Ride facilities need to be increased in capacity to accommodate additional development and encourage people to use public transport. • Until realistic proposals for public transport are made to improve frequency, cost and reduce length of overall journey the car will remain a better option • Greater focus required on walking and cycling
Social Infrastructure
• Inadequate social infrastructure (school, doctors, dentists, hospitals) is already a significant problem within the area and additional development will exacerbate and place more pressure on this. • Local policing is a real issue and with the closure of local police stations crime is rising. • Facilities for the elderly do not appear to have been considered.

Environmental – Green Infrastructure, Biodiversity, open space
• Loss of important wildlife and habitats • Green Belt provides a valuable area for recreation and improves overall health including walking, views of the countryside, all of which will be taken away by development. • Should be a greater focus on green networks and corridors • Loss of important farmland
Air Quality
• Trees provide a source of oxygen and building on the Green Belt will increase air pollution. • Congestion will lead to a reduction in air quality
Flood risk
• Building on these green areas will increase flooding as they currently absorb a large amount of water • Several of the proposed allocations are affected by flooding
Heritage
• Unclear why Crimble Mill is being seriously considered given the various issues attached to it without any proper level of testing. • Identity of smaller villages and settlements will be lost through the new development
Other
• Acknowledge that new development is required but disappointed in the way it has been approached and communicated • Statement of Community Involvement has not been followed • Views appear to have had no effect and the Council considers building on Green Belt an easier option • The Council is not interested in people's views as they have already made their decisions. • Mass migration is causing the additional need for development including new homes and leaving the EU this will eliminate this need. • Missed opportunity to rejuvenate Rochdale Town Centre in order to make a vibrant living space. • Cross boundary sites should have been included within the Rochdale sites and is misrepresentative. • Plan is flawed and the requirements are unlikely to be met because of insufficient evidence. • Does not align with the objectives of the GM Vision • The three main principals of the plan seeks development on brownfield sites, affordable or social housing, focused in towns and cities, not rural areas in order to protect our green belt - the proposals in this plan do not adhere to these. • Consider smaller developments in areas which would less of an impact on surrounding areas.
Response to Comments The justification for the housing figures are set out Policy GM-H 1 and the supporting background evidence including the GM Strategic Housing Market Assessment 2020. Rochdale's Local Plan policy deals with the provision of affordable housing. A large proportion of the homes to come forward in the plan period are identified in the existing baseline supply. The baseline supply for Rochdale includes a number of sites and buildings in existing town centres.

The existing employment supply includes a number of vacant and underused sites and identifies them to come forward over the plan period. However in order to boost northern competitiveness it is considered that a range of high quality opportunities is required to support economic growth.

The case for exceptional circumstances is set out for the Green Belt proposals as a whole and the specific case for each allocation in the accompanying Green Belt Topic Paper. The amount of Green Belt lost has been minimised as far as possible taking account of development needs. The amount of Green Belt lost has been reduced significantly from the 2016 draft GMSF.

The GMSF prioritises the use of brownfield land. However it acknowledges that in order to meet the housing and employment needs selective release of Green Belt is necessary.

Transport analysis contained in the locality assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocations.

Both the thematic and allocation policies within the GMSF place an emphasis on increasing walking and cycling through the creation of attractive, safe and convenient routes.

Objective 9 of the GMSF seeks to ensure that new development is properly served by social and physical infrastructure including schools, health, social care, sports and recreation facilities.

Policy GM-G 9 covers the concept of net gain with respects to Green Infrastructure and biodiversity. The allocation policies require the incorporation of high quality green and blue infrastructure within the proposed development. This will provide publically accessible open space close to people's homes with the potential to improve health and wellbeing.

The Integrated Appraisal (IA) assess all the proposed allocations against an objective for air quality. The policy for each allocation incorporates wording that aligns with the mitigation suggested for air quality in the IA.

All proposed allocations have been covered by the GM Strategic Flood Risk Assessment (SFRA) which has considered all the allocations in respect of flood risk and water management.

Heritage and archaeological screening has been untaken where required by the University of Salford Archaeology Team and where appropriate has been reflected in the allocation policies.

Public consultation has been carried out in line with the Rochdale Statement of Community Involvement and national regulations relating to the production of development plans.

Other concerns raised by consultees are covered by the allocations policy, other GMSF policies or Local Plan policies.

3.2.7. Strategic Allocations in Salford

There are 4 allocations in Salford. There were 2,100 comments received in relation to the Salford allocations.

GM Allocation 30: Hazelhurst Farm (203 comments)

The landowner supports the allocation with amendments sought to the approach to affordable housing, the site boundary, school provision, quantum of development, and the removal of requirements relating to master planning and allotments.

A large number of objections to the allocation were received with the most significant numbers relating to the exacerbation of existing issues of congestion, particularly in peak times, on a number of local roads (with the impact on Leigh Road and Worsley Road most commonly mentioned). The cumulative impact of development with other housing developments and RHS Bridgewater was raised, alongside the lack of community infrastructure (particularly schools and doctors / medical facilities).

The issue of air pollution given the proximity of the site to the East Lancashire Road and motorway was a concern for many. Related to this, it was identified that buses (including the Vantage service) are full and overcrowded when reaching the local area and so do not provide a realistic alternative to driving.

A large number of representations objected to the loss of Green Belt / green infrastructure. A number of other negative impacts on the area were identified, including the area already being overcrowded from recent developments, the disruption during the building of the dwellings, a potential drop in property values, and increased crime.

Principle / scale of development
• Question the need for the scale of new housing development with reference to issues including validity of government targets in light of Brexit, immigration control, and the use of out of date data (i.e. using 2014 based household projections instead of the 2016 ones). • Concern over the cumulative impact of development, when consideration is given to other developments in the local area that have been completed recently or are under construction. • Strong support for the allocation given that the proposed development would help the city meet its housing needs; there are no technical or environmental constraints to developing the site. • The site has the potential for 450 dwellings not 400, once land to the north of the site (as set out in the Draft GMSF) is included within the site boundary. • Policy requirement to masterplan the site is onerous and unnecessary.
Housing (inc affordable housing)
• Issues raised around the provision of affordable housing, including its location, whether the homes will in practice be affordable, the deliverability of 50% being affordable, and how in keeping affordable housing would be for the local area. • 50% affordable housing requirement is supported. • Development would provide family houses in an area where there is a need.
Green Belt
• Object to the loss of Green Belt. Issues identified included a lack of exceptional circumstances, loss of role as a 'green lung' and the setting of a precedent. • Any development of the Green belt would contravene promises made by the GM Mayor to protect such land. • The site does not perform a strategic Green Belt function.

Brownfield
• Focus should instead be on available brownfield sites and vacant buildings; the supply of brownfield sites should be fully exhausted before Green Belt is released. • Need to take account of new brownfield sites that will emerge during the plan period • There are more brownfield sites in the city than shown on the brownfield register
Transport – Highways / Public Transport / Cycling / Walking
• Lack of suitable access points into the site, particularly given proximity of the A580 / M60 and the narrow width of Hazelhurst Road. • Inadequate public transport links, including issues of overcrowding (particularly on the Vantage services) and reduced bus services to the area identified. • Local infrastructure is at breaking point; there is need for major investment in public transport and other infrastructure in the Worsley and Boothstown area. • There would be a large number of additional cars as a result of development; this would exacerbate significant existing issues of congestion on nearby local and strategic roads including the cumulative impact of the RHS Garden Bridgewater and other GMSF allocations in the wider area. • Insufficient transport information has been provided about the impact of the GMSF on the strategic route network; given the scale of the allocation it is likely to give rise to individual traffic impacts due to the proximity of the site to junction 14 of the M60. • Developments in Salford in the vicinity of the M60 should be time limited. • There would be traffic disruption during the construction phase, whilst traffic issues are a danger to pedestrians. • The rail network cannot cope with more houses / population; Moorside which is the nearest station around one mile away lacks parking and disabled access.
Physical Infrastructure and utilities
• Pylons run across the site; account will need to be taken of this as part of any development. Preference would be that land beneath the overhead power lines is not built on. • Local sewerage issues.
Social Infrastructure
• Concerns relating to the existing capacity of community infrastructure (including schools, doctors, dentists, emergency services and shops) and the potential to support new homes. • Welcome the provision of setting aside land for a new school. • Lack of detail regarding the provision of a new school on the site, including its funding, faith and any traffic implications.
Environmental – Green Infrastructure, Biodiversity, open space
• Concerns relating to loss of agricultural land. • Negative impact / loss of wildlife and habitats including protected species and woodland. • Concerns regarding loss of green space / recreation opportunities due to development, which compounds the loss of other greenspaces in the area. Greenspaces should be protected from development. • Scepticism as to whether the policy requirements to preserve features such as trees, hedgerows and natural features will actually be implemented. • Reference should be made to increasing multifunctional green infrastructure on site and in particular the creation of new woodland buffers, and a green corridor to connect areas north and south of the site. • Allocation provides opportunities to secure net gains for nature and communities. • A requirement for allotments is unjustified given the family dwellings will have gardens and is therefore not an effective use of the site.

- Welcomed that development will be required to protect and enhance existing key green infrastructure assets.

Air Quality

- Development will lead to exacerbation of existing issues of poor air quality including through traffic and loss of green infrastructure.

Flood risk

- There are local drainage issues that will be worsened as a result of development, particularly if natural ponds, pools and soakaways are built on.
- Support for incorporation of sustainable urban drainage systems.

Other

- There were mining works and tunnels under the entire area which has an impact on the potential stability of the land
- Criticism of consultation process undertaken
- Negative impact on the attractiveness of the area, as result of a number of issues including those set out above, and increased crime levels such as burglaries
- Loss of property value
- Proximity to the BOC plant on the East Lancs Road which is a hazardous installation

Response to Comments

Principle / scale of development

- The site selection paper identifies that the Hazelhurst Farm allocation meets criterion 1 (Land which has been previously developed and/or land which is well served by public transport).
- The Greater Manchester housing requirement is calculated using the government's standard local housing need methodology set out in national planning practice guidance. This requires the use of the 2014 based-household projections.
- There has been redistribution of some of the local housing need that arises in the rest of Greater Manchester to Salford reflecting significant opportunities within the centre of the conurbation (and the market for high density apartments). The Housing Topic Paper explains further how the housing requirements have been calculated.
- The government is consulting on changes to the local housing need methodology, that would involve using the most recently published projections. Given this is only a consultation and subject to potential changes, the need for housing in GM uses the current methodology (i.e. it uses 2014-based projections as the starting point).
- A transport locality assessment has been prepared for the site which looks at the cumulative impacts of development. In addition, social infrastructure will be required as part of any development where this is necessary (see below for further details).
- The site is considered to be capable of accommodating 400 dwellings. A school is also required on the site (if there is no capacity in the local area). Land to the north of the allocation boundary is not appropriate for development due to habitats issues.
- Masterplan requirement will allow local community to be involved in how the site will be developed. The Revised Draft GMSF required that any masterplan or SPD should be adopted by the city council This has been amended so that the requirement for a masterplan does not need adopting by the city council, rather it has to be considered acceptable by the city council (see criterion 1).

Housing (including affordable housing)

- A viability assessment has been prepared for the site by Three Dragons which demonstrates that it can support 50% affordable housing. This forms part of the evidence base for the GMSF.

Green Belt

- The allocation would result in the loss of 17 ha Green Belt, but there will be a net gain in Salford overall of 29ha overall as some additions to the Green Belt are also proposed in Salford in the GMSF.
- The need to deliver the long-term positive outcomes of the Greater Manchester Strategy is considered to amount to exceptional circumstances which justify altering the boundaries of the Green Belt. The case for exceptional circumstances is explained further in the Green Belt topic paper.
- An assessment of Green Belt harm resulting from the release of GMSF allocations has been undertaken. It is identified that the release of this allocation would cause 'low-moderate' harm to Green Belt purposes and 'no/negligible' harm to adjacent Green Belt.
- The GMSF allocation policy (criterion 7) requires that development responds to the site's location, characteristics and surroundings to takes opportunities to incorporate green infrastructure that can most effectively benefit the site and the wider area.

Brownfield

- The GMSF sets out a brownfield preference approach.
- The supply of dwellings on brownfield land and vacant buildings has been maximised as set out in the Housing Topic Paper.
- Account has been taken of brownfield sites that will emerge over the plan period where there is current evidence that this will happen.
- The brownfield register is only a partial snapshot of brownfield sites that will come forward for housing. The complete supply of dwellings on brownfield land is set out in the Housing Topic Paper and the city council's Housing and Economic Land Availability Assessment.

Transport – Highways / Public Transport / Cycling / Walking

Locality Assessments have been undertaken to confirm the transport impacts of the allocations. These will be published alongside the Publication GMSF. The Locality Assessment for this site:

- Explains how vehicular access to the site can be achieved.
- Notes that the potential to expand and improve the rapid transit services is being explored by TfGM as a way of improving accessibility by public transport.
- Concludes that this allocation is deliverable and that the traffic impacts are less the severe (which is the test in the NPPF). Whilst the modelling forecasts that some junctions may experience capacity issues, they are not significantly worse than without the allocation. The modelling work presents a 'worst case' scenario and does not reflect opportunities to secure a mode shift to active travel.
- The allocation policy Identifies mitigation to improve accessibility by sustainable modes which are reflected in criteria 3 and 4 of the GMSF site allocation policy.
- Policy PH1 of the Publication Salford Local Plan: Development Management Policies and Designations (January 2020) includes a requirement for all major development to be implemented in accordance with a construction environmental management plan which shall identify how the development will mitigate/minimise effects.
- The Transport Strategy 2040 Draft Delivery Plan indicates that TFGM will work with the rail industry to deliver a continued programme of rail station accessibility and customer facilities improvement.

Physical Infrastructure and utilities

- This constraint is understood and reflected in criterion 12 of the GMSF site allocation policy, which requires the provision of a buffer for the overhead power lines in accordance with National Grid requirements.

- The pressurised sewer and gravity sewers within the vicinity of the site are noted and will need to be planned around.

Social Infrastructure

- The allocation will be required to make appropriate contributions to address its impacts in accordance with policy PC1 (Planning obligations) Salford Local Plan: Development Management Policies and Designations (January 2020) once it is adopted.
- The allocation will be subject to masterplanning in accordance with the GMSF site allocation policy criterion 1. Through this process, Policy HH2 (Provision of health and social care facilities) of the Publication Salford Local Plan: Development Management Policies and Designations (January 2020) requires that appropriate provision is made for primary health care facilities.
- The requirement for the development to set-aside land for additional primary school provision (unless sufficient additional school places can be provided off-site) is retained in the Publication GMSF. The detail regarding school provision will be determined at the masterplanning and planning application stage.

Environmental – Green Infrastructure, Biodiversity, open space

- The majority landowner has completed an Agricultural Land Classification and Soil Resources appraisal which will be published for information alongside the Publication GMSF.
- The site will incorporate public rights of way which will connect into the wider pedestrian and cycling network. This is a requirement of criterion 4 of the allocation policy.
- The GMSF seeks to protect and enhance Greater Manchester's natural assets including its network of green infrastructure. Policies in the Publication Salford Local Plan: Development Management Policies and Designations (January 2020) also protect the city's important recreation land (R3 Protection of recreation land and facilities) and green infrastructure (GI1 Development and Green Infrastructure).
- It is not considered that the site presents any significant ecological constraints, subject to appropriate mitigation measures being taken. Where considered relevant, specific issues that need to be addressed have been identified in the GMSF site allocation policy, this includes criterion 9. These matters will be considered in more detail at the masterplanning stage. The majority landowner has completed an ecological appraisal which will be published for information alongside the Publication Draft GMSF.
- The development will be required to deliver a 10% net gain in biodiversity value in accordance with the GMSF and policy BG2 (Development and biodiversity) of the Publication Salford Local Plan: Development Management Policies and Designations (January 2020).
- Allotments provide a wide range of benefits to site users and the wider environment. The city council aims to expand the number of plots in the city having regard to rising waiting lists and anticipated growth in demand. The requirement for allotment provision within the site allocation reflects the standards in the Salford Greenspace Strategy Supplementary Planning Document 2019.

Air Quality

- It is not considered that the site presents any significant air quality constraints, subject to appropriate mitigation measures being taken. These matters will be considered in more detail at the masterplanning stage. The majority landowner has completed an ecological appraisal which will be published for information alongside the Publication Draft GMSF.
- Criterion 3 of the GMSF site allocation policy requires that the developments is designed to encourage the use of nearby public transport services.

- Various policies within Greater Manchester's Transport Strategy 2040 are aimed at improving air quality across the Region. Greater Manchester is also releasing a Clean Air Plan for consultation coinciding alongside release of the GMSF.

Flood risk

- It is not considered that the site presents any significant flood risk constraints, subject to appropriate mitigation measures being taken. Where considered relevant, specific issues that need to be addressed have been identified in the GMSF site allocation policy, these include criterion 11 which requires that the development incorporates sustainable drainage systems. These matters will be considered in more detail at the masterplanning stage. The majority landowner has completed a flood risk appraisal which will be published for information alongside the Publication Draft GMSF.

Other

- The archaeological appraisal details the site's former mining activities. Site investigations would be required at the masterplanning stage in order to assess the extent of land stability issues associated with this.
- There have been two formal periods of consultation on the GMSF prior to the Publication Plan (Draft and Revised Draft stages). Consultation has included documents being available on the GMCA website, social media posts, community committee meetings etc. Consultation has been carried out in accordance with the city council's adopted Statement of Community Involvement.
- The development shall be designed to minimise the fear or and opportunities for crime and provide surveillance in accordance with SLP:DMP policy D6 (Design and Crime).
- Property values are not a planning consideration.
- The hazardous installation zone associated with nearby industrial uses which affects the north eastern part of the site is noted and will need to be considered at the masterplanning stage in determining the layout of the development.

GM Allocation 31: East of Boothstown (227 comments)

The landowner supports the allocation with amendments sought to the approach to affordable housing and the removal of requirements relating to master planning and allotments.

A large number of objections to the allocation were received with the most significant numbers relating to the exacerbation of existing issues of congestion along Worsley Road and Leigh Road, leading back from Junction 13 of the M60. Comments identified an extended rush hour and very long delays, with the impact of the RHS Garden yet to be felt. Some comments suggested that plans should await outputs from the North West Quadrant Study. Linked to the above, representations referred to inadequate public transport (specifically a lack of capacity on the, otherwise inaccessible, Vantage service and that other services had been pulled as a result) and existing issues of air pollution.

A number of representations were critical of the level of housing need identified overall, the existing capacity on brownfield sites, and specifically in relation to this site, the type of housing being proposed not serving local communities.

A large number of representations objected to the loss of Green Belt / green infrastructure with a number of related issues including loss of habitats (including protected species) and recreation opportunities (specifically playing fields to rear of Falconwood Close and Poynt Chase). A number of other negative impacts on the area were identified, including the area already being overcrowded from recent developments, a lack of capacity in community and utilities infrastructure, a potential drop in property values, increased crime and a conflict with the RHS Garden.

Principle / scale of development
• Question need for new houses with reference to issues including validity of government targets, use of out of date data (i.e. using 2014 based household projections instead of the 2016 ones), immigration control, and saturation of local housing market. • Support the allocation which is one of only a small number of opportunities to deliver exceptional quality high value housing. As such it will help to broaden the range of dwellings in Salford, balancing the high volume of apartments in the regional core • Policy requirement to masterplan the site is onerous and unnecessary.
Housing (inc affordable housing)
• Question role of high value homes in addressing issues of affordability and the benefit for local people. • Affordable housing should be on site and to same standard. • Support for 50% affordable housing requirement. • Object to the approach to affordable housing outlined in Salford's Local Plan and its inclusion within the allocation policy.
Employment and Economy
• Exceptional quality high value housing will complement the economic strategy by helping to attract and retain skilled workers.
Green Belt
• Object to the loss of Green Belt. Issues identified included a lack of exceptional circumstances, loss of role as a 'green lung', setting of a precedent, and development already taking place in the Green Belt at the neighbouring RHS Garden. • Questions were raised about the compensatory value of proposed Green Belt additions. • Site presents a logical extension to the urban area to the Canal as a defensible boundary.

Brownfield
• Focus should instead be on available brownfield sites and vacant buildings • Need to take account of new brownfield sites and opportunities to raise development densities that will emerge during the plan period (including declining town centres)
Transport – Highways / Public Transport / Cycling / Walking
• Inadequate public transport links, issues including overcrowding (particularly on the Vantage Service) and reduced bus services to the area identified • Vantage service not accessible to residents of the area • Exacerbate significant existing issues of congestion on nearby local (in particular Leigh Road) and strategic roads (M60 Junction 13) including the cumulative impact of the Royal Horticultural Society Garden Bridgewater, GMSF allocations in the wider area, and through traffic using Leigh Road to access M60 Junction 13. • Focus should instead be in more accessible locations. • Lack of detail regarding transport infrastructure improvements. • Developments near the M60 should be time limited. • New allocations should await the implementation of the conclusions of the North West Quadrant Study. • Traffic issues are a danger to pedestrians.
Physical Infrastructure and utilities
• Concerns relating to capacity of utilities in the area including sewers, water pressure, and gas. Poor internet provision also highlighted.
Social Infrastructure
• Concerns relating to the existing capacity of community infrastructure (including schools, doctors, dentists, emergency services and shops) and the potential to support new homes. • Lack of detail regarding social infrastructure improvements.
Environmental – Green Infrastructure, Biodiversity, open space
• Concerns relating to loss of agricultural land. • Concerns regarding loss of green space / recreation opportunities. • Negative impact/ loss of wildlife and habitats including protected species. • Pursuit of development should not out-weigh significant ecological concerns. • Policy should ensure safeguarding of nearby sites of biological importance. • Allocation provides opportunities to secure net gains for nature and communities. • Add reference to increasing multifunctional GI on site and in particular the creation of new woodland buffers to provide wildlife corridors. • Policy requirement for allotments is unjustified and an ineffective use of the site given that the dwellings will have gardens.
Air Quality
• Development will lead to exacerbation of existing issues of poor air quality including through traffic and loss of green infrastructure
Flood risk
• Development will impact on water table and increase flood risk. • Welcome requirement to protect and enhance green infrastructure and Suds but support should also be given to increasing multifunctional green infrastructure on site.
Heritage
• Will destroy the historic character of Worsley and Roe Green.
Other
• Adverse impact on the Bridgewater canal, its users and the associated wildlife. • Area provides a buffer to major infrastructure nearby.

- Negative impact on the attractiveness of the area, quality of life, and residential amenity as a result of a number of issues including those set out above, overcrowding and increased crime levels.
- Criticism of consultation process undertaken.

Response to Comments

Principle / scale of development

- The site selection paper identifies that the East of Boothstown allocation meets criterion 7 (land that would deliver significant local benefits by addressing a major local problem/issue)
- The Greater Manchester housing requirement is calculated using the government's standard local housing need methodology as required by the government's planning practice guidance. This requires the use of the 2014 based-household projections.
- There has been redistribution of some of the local housing need that arises in the rest of Greater Manchester to Salford reflecting significant opportunities within the centre of the conurbation (and the market for high density apartments). The Housing Topic Paper explains further how the housing requirements have been calculated.
- The government is consulting on changes to the local housing need methodology, that would involve using the most recently published projections. Given this is only a consultation and subject to potential changes, the need for housing in GM uses the current methodology (i.e. which uses 2014-based projections as the starting point).
- Masterplan requirement will allow local community to be involved in how the site will be developed. The Revised Draft GMSF required that any masterplan or SPD should be adopted by the city council. This has been amended so that the requirement for a masterplan does not need adopting by the city council, rather it has to be considered acceptable by the city council (see criterion 1 of the allocation policy).

Housing (including affordable housing)

- The allocation provides one of only a few opportunities within Greater Manchester to deliver very high value housing in an extremely attractive environment, benefitting from an established premium housing market and a location next to the RHS Garden Bridgewater and the Bridgewater Canal.
- The site will be required to provide 50% affordable housing overall (some of this will be on-site and some will be directed to off-site provision).
- A viability assessment has been prepared for the site by Three Dragons which demonstrates that the site can support 50% affordable housing. This forms part of the evidence base for the GMSF.

Employment and Economy

- Comments noted.

Green Belt

- The allocation would result in the loss of 30 ha Green Belt, but there will be a net gain in Salford of 29ha overall as some additions to the Green Belt are also proposed in Salford in the GMSF.
- The need to deliver the long-term positive outcomes of the Greater Manchester Strategy is considered to amount to exceptional circumstances which justify altering the boundaries of the Green Belt. The case for exceptional circumstances is explained further in the Green Belt topic paper.
- The allocation will incorporate green infrastructure and be built at a low density. The GMSF allocation policy requires that the development retains Alder Wood and Shaw Brook, provides a landscape buffer to RHS Bridgewater and accommodates walking/cycling routes through the site, and also provides sustainable drainage areas, a neighbourhood equipped play area and allotments (criteria 3, 4, 5, 7, 10, 12, 13, 14).

- An assessment of Green Belt harm resulting from the release of GMSF allocations has been undertaken. It identifies that the release of this allocation would cause 'moderate' harm to Green Belt purposes and 'no/negligible' harm to adjacent Green Belt.

Brownfield

- The GMSF sets out a brownfield preference approach.
- The supply of dwellings on brownfield land and vacant buildings has been maximised, as set out in the Housing Topic Paper and the city council's Housing and Economic Land Availability Assessment.
- Account has been taken of brownfield sites (including opportunities within town centres) that will emerge over the plan period where there is current evidence that this will happen.

Transport – Highways / Public Transport / Cycling / Walking

Locality Assessments have been undertaken to confirm the transport impacts of the allocations. These will be published alongside the Publication GMSF. The Locality Assessment for this site notes:

- The potential to extend bus services to allow services terminating at Worsley Courthouse to extend to RHS Bridgewater, with the potential to allow for interchange with Metrolink in Eccles.
- That the nearest Vantage stops are within 1km of the site and explains that the potential to expand and improve rapid transit services is being explored by TfGM.
- Concludes that this allocation is deliverable and that the traffic impacts are less the severe (the test in the NPPF). Whilst the modelling forecasts that some junctions may experience capacity issues, they are not significantly worse than without the allocation. The modelling work presents a 'worst case' scenario and does not reflect opportunities to secure a mode shift to active travel.
- The junction with Occupation Road was improved to provide access to the RHS Bridgewater and is now a large signalised junction which could serve both developments.
- The site offers one of a small number of opportunities within Greater Manchester to deliver very high value housing in an attractive environment, attract skilled workers and boost competitiveness. This site was selected for inclusion within the GMSF based on criterion 7 (Land that would deliver significant local benefits by addressing a major local problem/issue) of the GMSF site selection criteria.
- The scope of the next phase of the North West Quadrant Study is to be agreed with the Department for Transport and awaiting the conclusions of this work would have significant implications for the GMSF timetable.
- Additions have been made to the GMSF allocation policy to expand the requirements in respect of pedestrian and cycling connectivity i.e. the provision of a high-quality network of pedestrian and cycle routes through the site; off-site pedestrian crossings and a footpath adjacent to the site on the south side of Leigh Road.

Physical Infrastructure and utilities

- It is not considered that the site is subject to any significant utilities constraints. The GMSF site allocation policy requires that the development provides an easement for the significant utilities infrastructure running through the site. Some infrastructure reinforcement may be required and this will need to be assessed at the masterplanning stage.

Social Infrastructure

- The allocation will be required to make appropriate contributions to address its impacts in accordance with policy PC1 (Planning obligations) Salford Local Plan: Development Management Policies and Designations (January 2020) once it is adopted.
- The allocation will be subject to masterplanning in accordance with the GMSF site allocation policy criterion 1. Through this process, Policy HH2 (Provision of health and social care facilities) of the Publication Salford Local Plan: Development Management Policies and Designations (January 2020) requires that appropriate provision is made for primary health care facilities.
- The GMSF allocation policy requires that the development incorporates a neighbourhood equipped play area and allotments (criteria 12 and 14).

Environmental – Green Infrastructure, Biodiversity, open space

- The majority landowner has completed an Agricultural Land Classification and Soil Resources appraisal which will be published for information alongside the Publication Draft GMSF.
- The GMSF allocation policy requires that the playing fields within the site are either retained or replaced (criteria 13).
- It is not considered that the site presents any significant ecological constraints, subject to appropriate mitigation measures being taken. Where considered relevant, specific issues that need to be addressed have been identified in the GMSF site allocation policy, these include criteria 3, 4, 8 and 9. These matters will be considered in more detail at the masterplanning stage. The majority landowner has completed an ecological appraisal which will be published for information alongside the Publication Draft GMSF.
- The site will be required to deliver a minimum 10% net gain in biodiversity.
- The GMSF site allocation policy ensures that that key green infrastructure features such as Alder Wood and Shaw Brook are retained and that a landscaped buffer to the eastern boundary of the site will be provided as well as areas of green infrastructure sustainable drainage (criteria 3, 4, 5 and 7).
- Allotments provide a wide range of benefits to site users and the wider environment. The city council aims to expand the number of plots in the city having regard to rising waiting lists and anticipated growth in demand. The requirement for allotment provision within the site allocation reflects the standards in the Salford Greenspace Strategy Supplementary Planning Document 2019.

Air Quality

- The Air Quality Management Area associated with Leigh Road runs along the site's northern boundary. It is not considered that the site presents any significant air quality constraints, subject to appropriate mitigation measures being taken. These matters will be considered in more detail at the masterplanning stage and an air quality impact assessment will be required when a planning application is submitted.
- Criterion 10 of the GMSF site allocation policy requires that the developments is designed to ensure good quality access by walking and cycling to nearby local bus services to encourage the use of nearby public transport services.
- Various policies within Greater Manchester's Transport Strategy 2040 are aimed at improving air quality across the Region. Greater Manchester is also releasing a Clean Air Plan for consultation coinciding alongside release of the GMSF.

Flood risk

- The site is subject to some fluvial and surface water flood risk and the city council has been working with the landowner and the Environment Agency to consider this. The specific issues that need to be addressed have been identified in the GMSF site allocation policy (criteria 6 and 7). These matters will be considered in more detail at the masterplanning stage. The majority landowner has completed a flood risk appraisal

which will be published for information alongside the Publication Draft GMSF. A Strategic Flood Risk Appraisal will also be published as part of the GMSF evidence base.

Heritage

- The heritage appraisal for the site allocation (published in 2019) concludes that development is unlikely to result in any harm to the setting and significance of any of the heritage assets in the vicinity. It was not considered that the character of the Worsley Village or the Roe Green Beesley Green Conservation Areas would be affected given their distance from the proposal site.
- The majority landowner has also completed a heritage appraisal which will be published for information alongside the Publication Draft GMSF.

Other

- The development will be required to secure improvements to the pathways on the Bridgewater Canal (criteria 11) in order to improve the walking and cycling routes along it. The site will also be required to deliver a minimum 10% net gain in biodiversity.
- The allocation will be built at low density and incorporate areas of green infrastructure and a landscape buffer to the RHS Bridgewater.
- The development shall be designed to minimise the fear or and opportunities for crime and provide surveillance in accordance with the Publication Salford Local Plan: Development Management and Designations (January 2020) policy D6 (Design and Crime).
- There have been two formal periods of consultation on the GMSF prior to the Publication Plan (Draft and Revised Draft stages). Consultation has included documents being available on the GMCA website, social media posts, community committee meetings etc. Consultation has been carried out in accordance with the city council's adopted Statement of Community Involvement.

GM Allocation 32 North of Irlam Station (1,421 comments)

A significant number of respondents were opposed to the principle of releasing Green Belt for new housing, and that the changes to the Green Belt would result in boundaries that not readily recognisable as required by the National Planning Policy Framework, and set a precedent for the release of additional Green Belt land on the mosslands. Moreover, it was identified that the site is Grade 1 agricultural land, provides a 'green lung', and is land that is well used for recreation. Objection was also raised to building on peat given it performs as a carbon sink, whilst it was noted that it may be very difficult to build on peat as a result of land instability (and that this this will have an impact on the viability of developing the site). As an alternative brownfield sites should be developed, whilst it was also highlighted that additional brownfield sites will become available over the course of the plan period that have not currently been identified

A significant number of comments related to the exacerbation of existing issues of congestion / gridlock, particularly in peak times, and the fact that there is only 'one road in and one road out' of Irlam/Cadishead. The issue of traffic congestion is also exacerbated when there is an accident on the M62/M6, whilst account also needs to be had of the cumulative impact of other developments, such as Port Salford and housing development at Carrington, and events being held at the AJ Bell Stadium. Linked to this, it was commented that air pollution would be worse as a result of new development given the additional number of cars, whilst accessing any new development would be problematic given the nature and width of the roads that would be likely to provide access to the site.

It was noted by many that part of the rationale for the allocation appears to be its proximity to Irlam Train Station; however it was remarked that there is lack of car parking at the station, services are already poor / overcrowded, and the station is not accessible to all.

A large number of representations stated that biodiversity of the moss will be seriously impacted by development, with adverse impacts on priority species and habitats of importance at the national, GM and local level. A number of other negative impacts on the area were identified, including a lack of capacity in community infrastructure, the need to relocate existing businesses, a potential drop in property values, and increased crime.

Principle / scale of development
• Question the need for the scale of new dwellings in Salford with reference to issues including validity of government targets in light of Brexit, immigration control, the use of out of date data (i.e. using 2014 based household projections instead of the 2016 ones), and given the proposed scale of the development of new homes at Carrington. • No justification as to why the housing requirement for Salford is in excess of its household projections / local housing need calculation. • The number of developments proposed should be reduced by 50% so that the total growth of new dwellings in Irlam and Cadishead over the plan period does not exceed 15% of the current number. • Concern over the cumulative impact of development when consideration is given to other developments in the local area that have been completed recently.
Housing (inc affordable housing)
• General support for the provision of 25% affordable housing, although this may not be viable due to the depth and cost of building on peat. • The homes will not in general be affordable to local people. • Need for more social housing, bungalows / apartments for rent, and adapted homes for the elderly and disabled.

- Most of the growth will be in single persons households who should be accommodated in the inner cities / City Centre, not in the suburbs.
- If all of the site was delivered at 75 dwellings per hectare then there would be the need to release only 21 hectares of land, instead of the proposed 65 hectares.

Green Belt

- Object to the loss of Green Belt. Issues identified included a lack of exceptional circumstances, loss of role as a 'green lung', setting of a precedent, the boundaries of the proposed development site not being readily recognisable, and development leading to urban sprawl .
- Although the amount of land to be released through the allocation has been reduced from the Draft GMSF, the vast majority of Green Belt land to be released in Salford would remain as being in the Irlam / Cadishead area.

Brownfield

- Focus should instead be on available brownfield sites and vacant buildings; these sites mean that the release of Green Belt is not necessary.
- Need to take account of new brownfield sites that will emerge during the plan period.

Transport – Highways / Public Transport / Cycling / Walking

- Lack of suitable access points into the site.
- Most new infrastructure in the area will not be completed before 2026.
- Inadequate public transport links, including issues of overcrowding and reduced bus services.
- Irlam train station is not fully accessible, has insufficient car parking, has poor facilities with services often cancelled or are short of the number of required carriages; cannot assume all of those living in the proposed development would use the train.
- Scale of allocation is likely to give rise to traffic impacts on both an individual and cumulative level on the strategic route network.
- There would be a large number of additional cars as a result of development; this would be exacerbated by the proposed allocations at Carrington and Port Salford.
- There is only one road in and out of the area, with traffic already gridlocked as a result of congestion. This worsens when there are events on at the AJ Bell Stadium, or accidents on the M62 / M6.
- Traffic problems associated with the construction of the development, including congestion and disruption.

Social Infrastructure

- Concerns relating to the existing capacity of community infrastructure (including schools, doctors, dentists, emergency services, shops and services for younger people) and the potential to support new homes.
- A new health facility should be provided as part of the development.
- Development of the site combined with other very large scale developments nearby (such as Carrington) would mean that it is unlikely existing secondary schools would have capacity.
- Welcome the requirement for land to be set-aside for additional primary school provision on the site.

Environmental – Green Infrastructure, Biodiversity, open space

- Concerns relating to loss of grade 1 agricultural land, which makes up only 2% of the agricultural land in the country.
- Negative impact / loss of wildlife and habitats including those of importance at the national, Greater Manchester and local level.
- The land is a green lung for Salford, and should be designated as a national park.
- Concerns regarding loss of green space / recreation opportunities due to development, and the impact this has on mental health and well-being.
- Benefits of developing the site do not outweigh the negative environmental implications

- Building on / extracting peat is contrary to objective 7 and policies GM-S 2 (carbon and energy), GM-G 2 (green infrastructure network) and GM-G 10 (net enhancement of biodiversity and geo diversity) of the GMSF and the National Planning Policy Framework.
- Allocation provides opportunities to secure net gains for nature and local communities (in terms of green infrastructure, protected species and ecology).
- Reassurance needed to ensure that the site does not impact upon Manchester Mosses Special Area of Conservation, and sites of special scientific interest.

Air Quality

- Development will worsen existing issues of poor air quality including through traffic, loss of green infrastructure and building on deep lying peat which acts as a carbon sink.
- There are already Air Quality Management Areas in the local area.

Flood risk

- There is a shallow water table in the area.
- Development will increase flood risk, and increase run-off.
- Additional wording should be added to the policy to promote the use of sustainable urban drainage systems to control the rate of surface water run-off.

Other

- Land will be difficult to build on given the deep peat; in some parts of the site it is estimated to be 30m deep.
- Criticism of consultation process undertaken.
- Query what provision has been made for relocating existing businesses and jobs, particularly the horticultural business.
- Noise pollution as a result of the building process, would particularly impact on St Theresa's School and the college.
- Potential hydrology issues relating to Chat Moss and the GM Wetland Nature Improvement Area and the Manchester Mosses Special Area of Conservation; detailed hydrological assessment required.

Response to Comments

Principle / scale of development

- The site selection paper identifies that the North of Irlam Station allocation meets criterion 1 (Land which has been previously developed and/or land which is well served by public transport).
- The Greater Manchester housing requirement is calculated using the government's standard local housing need methodology as required by the government's planning practice guidance. This requires the use of the 2014 based-household projections.
- There has been redistribution of some of the local housing need that arises in the rest of Greater Manchester to Salford reflecting significant opportunities within the centre of the conurbation (and the market for high density apartments). The Housing Topic Paper explains further how the housing requirements have been calculated.
- The government is consulting on changes to the local housing need methodology, that would involve using the most recently published projections. Given this is only a consultation and subject to potential changes, the need for housing in GM uses the current methodology (i.e. IT uses 2014-based projections as the starting point).
- The number of dwellings in the Publication version of the GMSF for the North of Irlam allocation is 1,100 potentially increasing to 1,400 subject to further evidence in relation to transport impacts. This has been reduced from 2,250 and 1,600 dwellings at the earlier Draft and Revised Draft stages respectively. The

capacity identified is considered an appropriate number, and seeks to ensure that advantage is taken of the sustainability of the site with regards to proximity to Irlam Train Station (with all dwellings proposed being within around 800m of the station).

- A transport locality assessment has been prepared for the site which looks at the cumulative impacts of development. In addition, social infrastructure will be required as part of any development where this is necessary (see below for further details).

Housing (including affordable housing)

- A viability assessment has been undertaken for the site by Three Dragons which has concluded that the site is viable for 25% affordable housing for 1,100 and 1,400 dwellings (the same % as at the Revised Draft stage in 2019). This is available as part of the evidence base. It includes costs as a result of building on peat (over and above normal build costs), with this being informed by ground investigations, and advice from the Core Investment team at the GMCA and Deep Soil Mixing who are a company that specialise in bringing sites with abnormal ground conditions forward.
- The inner cities and the City Centre (including City Centre Salford) are delivering significant proportion of housing development that is needed across Greater Manchester. There is a need to provide houses for families as well as for smaller households, in order to meet differing needs and ensure that there is a good range in the type and size of accommodation.
- Part of the site will be developed for apartments at around 70 dwellings per hectare (land closest to the train station). A reason for why the site is allocated is in order to increase the supply of houses in Salford; 75 dwellings per hectare for houses is unlikely to be achievable (with a minimum density of 35 dwellings per hectare set out in the GMSF). In addition, account needs to be had of the potential need for a school on the site, and other policy requirements / open spaces etc.

Green Belt

- The allocation would result in the loss of 67 ha Green Belt, but there will be a net gain in Salford overall of 29ha as some additions to the Green Belt are also proposed in the GMSF.
- The need to deliver the long-term positive outcomes of the Greater Manchester Strategy is considered to amount to exceptional circumstances which justify altering the boundaries of the Green Belt. The case for exceptional circumstances is explained further in the Green Belt topic paper.
- The allocation will incorporate high levels of green infrastructure throughout the site and key landscape features will be retained. The GMSF allocation policy requires that the development accommodates walking/cycling routes through the site, and also provides sustainable drainage areas, a neighbourhood park, an equipped play area and allotments (criteria 6, 8, 10, 14, 16 and 17).
- This site has been selected for development on the basis of criterion 1 (Land which has been previously developed and/or land which is well served by public transport) of the assessment criteria. Its location next to the railway station means that it provides easy access to a large number of employment and other opportunities.
- An assessment of Green Belt harm resulting from the release of GMSF allocations has been undertaken. It is identified that the release of this allocation would cause ‘moderate’ harm to Green Belt purposes and ‘no/negligible’ harm to adjacent Green Belt.

Brownfield

- The GMSF sets out a brownfield preference approach.
- The supply of dwellings on brownfield land has been maximised as set out in the Housing Topic Paper, and the city council's Housing and Economic Land Availability Assessment.
- Account has been taken of brownfield sites that will emerge over the plan period where there is current evidence that this will happen.

Transport – Highways / Public Transport / Cycling / Walking

Locality Assessments have been undertaken to confirm the transport impacts of the allocations. These will be published alongside the Publication GMSF. The Locality Assessment for this site:

- Notes that Astley Road and Roscoe Road provide suitable primary access with New Moss Road providing secondary access. Widening, traffic management measures and a replacement bridge at New Moss Road may be required. The GMSF site allocation policy states that vehicle access to the site should not have an unacceptable impact on the quality of existing residential areas (criterion 9).
- Explains that there are plans to improve the capacity and frequency on the Manchester – Liverpool (via Warrington) line (referred to as the CLC corridor). The Transport Strategy 2040 Draft Delivery Plan also indicates that TFGM will work with the rail industry to deliver a continued programme of rail station accessibility and customer facilities improvement. The GMSF allocation policy includes a requirement for the allocation to include a new direct pedestrian and cycle route to Irlam Station from the west and enhance cycle parking and car parking facilities at the station (criterion 8).
- Concludes that this allocation is deliverable and that the traffic impacts are less the severe. Whilst the modelling forecasts that some junctions may experience capacity issues, they are not significantly worse than without the allocation. The assessment identifies some mitigation measures to improve the performance of local junctions. The modelling considers the impacts of the site in context with other nearby sites. The modelling work presents a 'worst case' scenario and does not reflect opportunities to secure a mode shift to active travel. The GMSF site allocation policy requires that the development minimises the impact on local highways and provides contributions to support the improvement of affected local junctions (criterion 7).
- Policy PH1 of the Publication Salford Local Plan: Development Management Policies and Designations (January 2020) includes a requirement for all major development to be implemented in accordance with a construction environmental management plan which shall identify how the development will mitigate/minimise effects.

Social Infrastructure

- The allocation will be required to make appropriate contributions to address its impacts in accordance with policy PC1 (Planning obligations) Salford Local Plan: Development Management Policies and Designations (January 2020) once it is adopted.
- The allocation will be subject to masterplanning in accordance with the GMSF site allocation policy criterion 1. Through this process, Policy HH2 (Provision of health and social care facilities) of the Publication Salford Local Plan: Development Management Policies and Designations (January 2020) requires that appropriate provision is made for primary health care facilities.
- The requirement for the development to set-aside land for additional primary school provision (unless sufficient additional school places can be provided off-

site) is retained in the GMSF. The detail regarding school provision will be determined at the planning application stage.

- If there was an identified need for secondary school provision as a result of this allocation, then this would be considered at the masterplanning / planning application stage.

Environmental – Green Infrastructure, Biodiversity, open space

- Agricultural land data suggests that majority of the site comprises grade 1 agricultural land (grades 1 to 3a are defined as the best and most versatile agricultural land). Given the overall scale of development that needs to be accommodated, a limited amount of development on high grade agricultural land is proposed in the GMSF and considered necessary to meet development needs. An agricultural land survey would allow the significance of the loss to be better understood and weighed against the benefits of development.
- Central to the masterplan required under criterion 1 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. A robust delivery strategy will also need to be prepared with key stakeholders (criterion 2).
- The development will be required to incorporate high levels of green infrastructure and recreation facilities including a neighbourhood park, allotments and public walking and cycling routes through the site (criteria 6, 10, 16 and 17).
- The process for designating a national park would be outside of the GMSF process and would be determined by Natural England under the National Parks and Access to the Countryside Act 1949.
- It is understood that the area is important for farmland birds and other wildlife. GMEU advised that the birds are vulnerable to disturbance and rely on open sight lines such that it would be preferable to reduce the area allocated. The allocation is smaller in area than that proposed in the Draft GMSF. The Publication GMSF site allocation policy also requires that the site is supported by breeding and winter bird surveys (criterion 12).
- It is not considered that the site presents any significant ecological constraints, subject to appropriate mitigation measures being taken. Where considered relevant, specific issues that need to be addressed have been identified in the GMSF site allocation policy, these include criteria 5, 10, 11, 12 and 13. These matters will be considered in more detail at the masterplanning stage. An ecological appraisal of the site and a green infrastructure, landscape and watercourses note will be published for information alongside the Publication Draft GMSF. The site will be required to deliver a minimum 10% net gain in biodiversity.
- A Ground Investigations report has been prepared which identifies possible construction methods having regard to the ground conditions. This will be published for information alongside the Publication Draft GMSF. This report does not consider excavation of peat as a suitable ground stabilisation method due to its environmental impacts. The GMSF allocation policy requires development to minimise the loss of the carbon storage function of the peat (criterion 5). Work will be undertaken to investigated in broad terms the carbon implications of construction using the ground improvement methods identified in the ground conditions survey.
- The GMSF site allocation policy requires that the development is supported by a project specific Habitats Regulations Assessment (criterion 13).

Air Quality

- The Air Quality Management Area associated with the M62 is located to the north of the allocation. It is not considered that the site presents any significant air quality constraints, subject to appropriate mitigation measures being taken. These matters will be considered in more detail at the masterplanning stage and an air quality impact assessment will be required when a planning application is submitted.
- Criterion 8 of the GMSF site allocation policy requires that the developments is designed to ensure good quality access by walking and cycling to Irlam rail station to encourage the use of nearby public transport services.
- Various policies within Greater Manchester's Transport Strategy 2040 are aimed at improving air quality across the Region. Greater Manchester is also releasing a Clean Air Plan for consultation coinciding alongside release of the GMSF.

Flood risk

- The site lies entirely within flood zone 1 and it is not considered to present any significant flood risk constraints. The GMSF site allocation policy requires that the development incorporates green sustainable drainage to control surface water run-off (criterion 14). These matters will be considered in more detail at the masterplanning stage. A Strategic Flood Risk Assessment will also be published for information alongside the Publication Draft GMSF.

Other

- Site investigations undertaken in 2019, comprising borehole sampling and analysed and ground gas monitoring. Shows peat depths are between 0.70 metres and 4.45 metres below ground on the site, increasing from the southwest to the northeast of the site.
- There is no reason to conclude the site cannot be developed using alternative foundation technologies (for example soil mixing). The most appropriate solutions will be considered at the detailed design stage.
- The costs associated with the construction methods likely to be required have been considered and estimated at being around £23.9m for 1,100 dwellings, rising to £29.4m for 1,400 dwellings.
- There have been two formal periods of consultation on the GMSF prior to the Publication Plan (Draft and Revised Draft stages). Consultation has included documents being available on the GMCA website, social media posts, community committee meetings etc. Consultation has been carried out in accordance with the city council's adopted Statement of Community Involvement.
- Noise pollution during construction phases would be considered through the masterplanning and planning application stages.
- The allocation policy has been amended to refer to the need to undertake a hydrological assessment (criterion 5).

GM Allocation 33: Port Salford Extension (148 comments)

The majority landowner supports the allocation and proposes its expansion on land to the west to increase the floorspace accommodated to around 343,000sqm. Consider amendments are needed to the policy criteria to remove onerous, unnecessary and over prescriptive requirements.

Objections received were significant fewer in number that other allocations in the city however the largest numbers related to issues of traffic congestion and associated issues of air pollution. Reference was made to a lack of progress on the infrastructure committed as part of the permitted Port Salford and the need for improved connections. A number of reps questioned the extent users would rely on rail and water connections.

Concerns were also raised in respect of the need for the scheme post-Brexit, the availability of brownfield alternatives, loss of Grade 1 agricultural land, loss of Green Belt and Green infrastructure, loss of habitats (including protected species), the potential release of carbon from development on peat and the proposals compatibility with nature improvement area objectives and potential impact on the Manchester Mosses Special Area of Conservation.

Principle / scale of development
• Support for the allocation and the principle of an integrated tri-modal facility. • Technical analysis demonstrates that there are no technical or overriding environmental constraints to developing the site. • Propose westwards expansion of the proposed allocation to increase the development potential from 320,000sqm to 516,300sqm of employment development. • An allowance for supporting uses and amenities should be added to the policy. • Site should be considered after giving priority to the main Port Salford site • Sheer scale of development is unacceptable. • Currently too many unknowns, for example is there a definitive time frame on the multimodal Port Salford? • The expansion would further blight Barton, once a pleasant rural area. Any development should be limited to the South and West of Tunnel Farm • Removal of the designation would allow the land owner to put forward planning applications that the council would be powerless to resist. • Release of the site is premature without infrastructure associated with the permitted Port Salford in place. • Marriots Farm should be removed from the allocation boundary but taken out of the Green Belt. • Why not have housing provisions too?
Housing (inc affordable housing)
• Oppose the development on grounds of loss of residential amenity
Employment and Economy
• Site will meet the specific locational demands of the growing logistics sector and support economic growth in Greater Manchester in accordance with the strategic objectives of the Revised Draft GMSF with significant employment, GVA and business rate gains. • Question requirement for the development with reference to a more realistic economic ambition and the potential impact of Brexit • Site would not deliver a large number of jobs due to the nature of the development, automation, robotics etc

Green Belt

- No strategic need to deallocate Green Belt if the port is essential as this would provide the very special circumstances to override the policy protection.
- Object to the loss of Green Belt. Issues identified included a lack of exceptional circumstances, loss of role as a 'green lung', setting of a precedent, and settlements merging
- Contribution to Green Belt purposes is limited and far outweighed by the economic benefits. Site is separated from the wider Green Belt by the M62 which will form a long term defensible boundary, is surrounded on all sides by urbanising features which are part of a contiguous urban area, and has an urban-fringe character.
- Special circumstances exist to justify releasing the site from the Green Belt to meet the specific locational demands of the growing logistics sector and support economic growth in Greater Manchester in accordance with the strategic objectives of the Revised Draft GMSF.
- Should be a greater emphasis on making a significant Green Belt strip between the site and Irlam.

Brownfield

- Focus should instead be on available brownfield sites including those in Trafford Park.

Transport – Highways / Public Transport / Cycling / Walking

- Development will exacerbate significant existing issues of congestion on nearby local road network (with reference made to there being only one road through the area) and strategic roads (M60) including the cumulative impact of planned housing in Irlam and Carrington.
- Insufficient information has been provided about the impact on the Strategic Road Network, scale of development likely to give rise to significant traffic impacts on both an individual and cumulative level.
- Insufficient/ inadequate transport infrastructure in place.
- Lack of detail regarding transport infrastructure improvements.
- Comments questioning the delivery and timing of the infrastructure linked to the permitted Port Salford.
- Phasing of the site needs to be linked to the delivery of the permitted Port Salford.
- The allocation will support the business case for infrastructure improvements including proposed link road from the A57 to the M62; expansion of Trafford Park Metrolink; Park and Ride and Junction 12 of the M60; and a new Western Gateway Rail station.
- Concerns that users may not rely equally on road water and rail based modes. Policy should support equal shares and limit volume of HGV movements to ensure it really is a tri-modal facility.
- Insufficient investment in quays and docks to remove road traffic.
- Plan to use the Ship Canal for transportation is good but probably not feasible given the unloading necessary in Liverpool.
- Welcome opportunity to bring product down the ship canal taking traffic off the road network.
- The policy requirement for canal berths is not justified, their timing will be market led. The site will be multi-modal by virtue of rail and road access.
- Requirement for a single point of access from the A57 is unnecessarily prescriptive and not justified by technical evidence.
- Policy should refer to delivery of 'necessary' highway improvements required only to mitigate the effects of the proposed development in line with national policy.
- The site needs direct access to the M62.
- Bus services through the area are delayed and/or cancelled due to congestion.
- Concerns in relation to impacts on road safety.

- Support for a Metrolink extension to and through the area.
- Supportive of a new station to enable more sustainable travel.

Social Infrastructure

- Concerns relating to the capacity of community infrastructure (including schools, doctors, dentists, and other basic amenities)

Environmental – Green Infrastructure, Biodiversity, open space

- Technical analysis demonstrates that there are no technical or overriding environmental constraints to developing the site.
- Object to loss of agricultural land.
- Concerns regarding loss of green space / recreation opportunities.
- Negative impact/ loss of wildlife and habitats including protected species.
- Barton Moss is an integral part of the wider Chat Moss ecological network.
- The absence of any accompanying analysis of the natural capital of this allocation, and specifically of its habitats & species of principal importance and its ecological networks, preclude further objective nature conservation comment on the justification for the selection of this site.
- Further information is required, to understand how the site will support the objectives of the Great Manchester Wetlands NIA (Point 13). Would like to see habitat restoration and re-wetting in this location.
- Detailed hydrological modelling is required to determine any hydrological connectivity from this site and other designated sites.
- Development of the site is not compatible with the Nature Improvement Area objectives and therefore does not comply with GMSF Policy GM-G10
- Further reassurance is needed to ensure that the site does not impact upon Manchester Mosses Special Area of Conservation.
- Concerned that the capacity of the environment is at its limit.
- Allocation provides opportunities to secure net gains for nature and communities.
- Opportunity to demonstrate an exemplar development using green infrastructure designed to support biodiversity and strengthen coherent ecological networks beyond the site boundary.
- Ecological net gains should be sought as well as sensitively designed green infrastructure that will reduce the impact of any species fragmentation.
- The requirement to maximise biodiversity is not justified and inconsistent with national policy, the policy should instead require a net gain.
- The requirement to enhance surrounding habitats is not justified
- Concerns relating to loss of carbon storage function of peat and implications of developing it for climate change.
- Development would be visually intrusive in its open rural location
- There should be more emphasis placed on retaining woodlands and hedgerows and their role as a mitigating feature
- Loss of the golf course has had a detrimental impact on the local community.
- The requirement in relation to compensation for the loss of the golf course requires further clarification
- The requirement to compensate for the loss of the golf course, which is now closed and no shortage of alternative provision, is not justified or consistent with national policy.
- Welcome statement in respect of making positive use of the Green Belt including by expanding the facilities at Brookhouse Playing fields.

Air Quality

- Development will lead to exacerbation of existing issues of poor air quality including through traffic, loss of green infrastructure and development of peat land.
- Area has high level of chronic breathing issues.

Flood risk

- Reference should be made to Sustainable Urban Drainage Systems.

Heritage

- It is not necessary or justified to require improvements in public understanding of Barton Aerodrome as a historic asset. The term is vague, potentially excessive and not in accordance with national policy.

Other

- No justification for requiring that a masterplan is developed with the community. Requirement is unduly onerous and would be likely to lead to delays, policy should refer instead to a masterplan being prepared in consultation with the local community.
- In respect of requirements in relation to community engagement, remove terms 'high level' and 'frequent' which are unclear, unjustified and unduly onerous in terms of preparing a planning application.
- Huge disruption during building and once up and running.
- Object to change in character of the area.
- Criticism of consultation process undertaken.

Response to Comments

Principle / scale of development

- The site selection paper identifies that Port Salford extension meets criteria 2, 5 and 6.
- It is agreed with the majority landowner that there are no technical or overriding environmental constraints to developing the site; these issues will be considered in more detail through the masterplanning / planning application processes.
- Justification to the policy explains that the retention of the Green Belt to the west and east of the site will help to prevent the coalescence of Irlam and Eccles, and that 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.
- The policy states that the site will be developed for employment floorspace with a strong focus on logistics activities but also incorporating high quality manufacturing floorspace. Some supporting uses and amenities may be considered appropriate as part of the masterplanning process.
- The scale of development responds to the tri-modal opportunities that the site will benefit from (and is unique in Greater Manchester).
- Discussions are ongoing between the landowner and Network Rail with regards to serving the site by rail.
- Criterion 3 of the policy is clear that development of the extension to Port Salford cannot be commenced until the rail link, highway improvements, canal berths and container terminal associated with the permitted Port Salford scheme have been completed and are operational.
- If the land was removed from the Green Belt, any planning application would have to be determined in accordance with the GMSF allocation policy (with this forming part of Salford's development Plan).
- The boundary of the allocation has been amended to remove Marriot's farm.
- Given the tri-modal opportunities that the site will benefit from it is considered important to maximise this for employment use, rather than also make provision for housing.
- Justification for the allocation and approach to employment development is set out in the Employment Topic Paper and the Site Topic Paper.

Housing (including affordable housing)

- Issues relating to residential amenity would be considered at the masterplanning and planning application stages.

Employment and Economy

- Comments noted with regards to the site meeting the specific locational demands of the growing logistics sector and support economic growth in Greater Manchester.
- The methodology for calculating how much new employment floorspace is needed across Greater Manchester is set out within the Employment topic paper.
- Job densities relating to the logistics sector are generally lower than other traditional employment sectors. The sector is an important part of a functioning economy and this site provides a particular opportunity in this regard given its proximity to the tri-modal connections to be delivered to the south of the A57. A diverse economy is considered to be important in respect of the positive contribution it can make to economic inclusion and economic resilience objectives.

Green Belt

- The need to deliver the long-term positive outcomes of the Greater Manchester Strategy is considered to amount to exceptional circumstances which justify altering the boundaries of the Green Belt. The case for exceptional circumstances is explained further in the Green Belt topic paper. Tri-modal facilities at Port Salford will support a more sustainable logistics sector and enabling its expansion will help to significantly boost the competitiveness of Greater Manchester.
- Port Salford and its tri-modal connections have been identified as a strategic opportunity for Greater Manchester and it is therefore appropriate to consider its allocation through the GMSF in order to provide greater certainty around its deliverability.
- An assessment of Green Belt harm resulting from the release of GMSF allocations has been undertaken. It is identified that the release of this allocation would cause 'moderate' harm to Green Belt purposes and 'no/negligible' harm to adjacent Green Belt.
- The allocation would result in the loss of 124ha Green Belt, but there will be a net gain in Salford of 29ha overall as some additions to the Green Belt are also proposed in Salford in the GMSF.
- The allocation will incorporate high levels of landscaping, walking and cycling routes and retain key landscape features (criteria 6 and 11).
- The land between the proposed site allocation and Irlam which is currently designated as Green Belt is proposed to be retained as Green Belt in the GMSF.

Brownfield

- It is noted that there are some opportunities for employment development within places like Trafford Park. However, the Port Salford extension will take 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.

Transport – Highways / Public Transport / Cycling / Walking

- Locality Assessments have been undertaken to confirm the transport impacts of the allocations. These will be published alongside the Publication GMSF.
- The Locality Assessment for this site identifies that significant issues are forecast to be experienced at junction 11 of the M60 and subsequent junctions along the A57. Due to the uncertainty over the delivery of a new junction on the M62 and link road to the A57, this has not been tested. The assessment

therefore presents a worst case scenario that assumes access is provided solely from the A57 Liverpool Road and does not reflect opportunities to secure a mode shift to active travel. This is particularly notable for this allocation where the purpose of the development is to secure a modal shift towards the sustainable movement of goods via water and rail. It is recognised that the assessment does not reflect the likely level of impact. Further work will now be undertaken in consultation with the landowner, TFGM and Highways England to assess the allocation in greater detail taking into account the unique nature of the development. The impact of a new junction on the M62 will be considered as part of this work.

- The GMSF site allocation policy requires that the site delivers the necessary highway improvements of a local and strategic nature (criterion 5), maximises links to existing transport services, and supports new routes and services (including accommodating an extension to the Trafford Park Metrolink line to serve the site - criterion 7).
- The GMSF site allocation policy explains that the development of this site will not be commenced until the rail link, highway improvements, canal berths and container terminal associated with the permitted Port Salford scheme have been completed and are operational (criterion 3).
- Further consideration of the transport implications of the scheme is required beyond the Locality Assessment undertaken to date. This will consider trip generation and modal shares resulting from the development.
- The permitted Port Salford scheme to the south of the A57 will be served by a rail link and canal berths/container terminal providing new opportunities to transport freight by rail and water.
- The tri-modal connections to be provided as part of the permitted Port Salford south of the A57 are central to the proposed extension of Port Salford. It is therefore appropriate to include policy requirements that ensure that this infrastructure is in place and operational prior to the development of the site.
- Comments of support are noted.

Social Infrastructure

- The allocation will be required to make appropriate contributions to address its impacts in accordance with policy PC1 (Planning obligations) Salford Local Plan: Development Management Policies and Designations (January 2020) once it is adopted.

Environmental – Green Infrastructure, Biodiversity, open space

Biodiversity

- It is not considered that the site presents any significant ecological constraints, subject to appropriate mitigation measures being taken. Where considered relevant, specific issues that need to be addressed have been identified in the GMSF site allocation policy, these include criteria 11, 12, 13, 14 and 15. These matters will be considered in more detail at the masterplanning stage.
- Separate ecological appraisals of the site have been undertaken by the majority landowner and the Greater Manchester Ecology Unit. The city council has also produced a landscape, watercourses and green infrastructure note. These documents will be published alongside the Publication Draft GMSF for information.
- Features such as mature trees and hedgerows will be maintained (criterion 11).

- Detailed ecological surveys would need to be undertaken at the planning application stage to determine mitigation and/or compensation required to address impacts on biodiversity.
- An addition has been made to the GMSF site allocation policy to require that development is supported by a project specific HRA (criterion 15).

Biodiversity net gain

- The site will be required to deliver a minimum 10% net gain in biodiversity (criterion 11). This is in line with Environment Bill and is expected to become a national requirement.
- How the development achieves this will be determined at the masterplanning stage.

Nature Improvement Area

- The NIA covers a very large area of the sub-region which extends into Warrington and includes areas of existing built development.
- The GMSF site allocation policy requires that the development supports the objectives of the Greater Manchester Wetlands NIA (criterion 12). Determining the measures required to achieve this will be considered in detail at the masterplanning stage as the design and layout of the scheme is worked up.

Hydrology

- The development will be required to avoid any adverse impacts on the hydrology of surrounding areas of peat/ mossland (criterion 17). These matters will be assessed and considered in detail at the planning application stage.

Agricultural land:

- Agricultural land data suggests that majority of the site comprises grade 1 agricultural land (grades 1 to 3a are defined as the best and most versatile agricultural land). Given the overall scale of development that needs to be accommodated, a limited amount of development on high grade agricultural land is proposed in the GMSF and considered necessary to meet development needs. An agricultural land survey would allow the significance of the loss to be better understood and weighed against the benefits of development.

Landscape impact

- The GMSF site allocation policy requires that the development incorporates high levels of landscaping, including the retention or replacement of existing features, so as to minimise the visual impact on the wider landscape (criterion 11). A green infrastructure, landscape and watercourses note for this site will be published alongside the Publication Draft GMSF. Landscape impact will be considered in more detail at the masterplanning stage as the design and layout of the scheme is worked up.

Carbon storage

- The GMSF site allocation policy requires development to minimise the loss of the carbon storage function of the peat (criterion 17).
- The majority landowner has undertaken a geotechnical appraisal which includes information on peat depths. This will be published for information alongside the Publication Draft GMSF. Work will need to be undertaken to investigated in broad terms the carbon implications of construction on this site.

Recreation

- The allocation will incorporate high levels of landscaping, walking and cycling routes and retain key landscape features (criteria 6 and 11).
- It is understood that the golf course has now closed. The GMSF site allocation policy has been updated to require that the development justifies and provides full compensation for the loss of the golf course in accordance with the National Planning Policy Framework (criterion 10 of the allocation policy).
- Comments of support noted.

Air Quality

- The Air Quality Management Area associated with the M62 motorway runs along the site's northern boundary. It is not considered that the site presents any significant air quality constraints, subject to appropriate mitigation measures being taken. These matters will be considered in more detail at the masterplanning stage and an air quality impact assessment will be required when a planning application is submitted. The majority landowner has completed a baseline air quality study which will be published for information alongside the Publication Draft GMSF.
- One of the key attributes of the allocation is its potential to move freight from the roads and move it more sustainably. The GMSF site allocation policy requires that the infrastructure associated with the permitted Port Salford scheme is completed an operational before the expansion is commenced (criterion 3). Criteria 6 and 7 of the GMSF site allocation policy also require that the development is designed to maximise the use of sustainable modes.
- Various policies within Greater Manchester's Transport Strategy 2040 are aimed at improving air quality across the Region. Greater Manchester is also releasing a Clean Air Plan for consultation coinciding alongside release of the GMSF.

Flood risk

- The GMSF site allocation policy (criterion 16) requires that the risk of surface water and groundwater flood risk should be mitigated with green Sustainable Drainage Systems as part of the landscaping of the site.
- The development will be required to comply with policy WA6 of the Publication Salford Local Plan: Development Management and Designations (January 2020) once it is adopted. This requires that surface water is managed in a sustainable way and in line with an identified hierarchy.

Heritage

- The NPPF requires plan policies to conserve and where appropriate enhance the historic environment. Enhancements of the significance of a heritage asset should only be undertaken where it is appropriate following a thorough understanding of its significance and the impact of any proposals on it. The NPPPF also states that any harm to, or loss of, the significance of a designated heritage asset should require clear and convincing justification. The policy has been amended to better reflect the requirements of national policy (criterion 9).

Other

- The Masterplan requirement will allow local community to be involved in how the site will be developed. The Revised Draft GMSF required that any masterplan or SPD should be adopted by the city council This has been amended so that the requirement for a masterplan does not need adopting by the city council, rather it has to be considered acceptable by the city council (see criterion 1).
- Reference to a 'high level' of community engagement remains appropriate and in accordance with paragraphs 39 to 41 of the NPPF. Reference to 'frequent' has been replaced with 'regular'.

- Phasing and construction impacts will be considered through the masterplanning and planning application processes.
- A heritage appraisal has been published which consider issues related to the character of the area.

There have been two formal periods of consultation on the GMSF prior to the Publication Plan (Draft and Revised Draft stages). Consultation has included documents being available on the GMCA website, social media posts, community committee meetings etc. Consultation has been carried out in accordance with the city council's adopted Statement of Community Involvement.

Further comments on the overall proposals for Salford, including strategic transport interventions (101 comments)

Principle / scale of development
• Question the need for the scale of new dwellings with reference to issues including validity of government targets in light of Brexit, immigration control, the use of out of date data (i.e. using 2014 based household projections instead of the 2016 ones), and Salford's requirement being 125% of its local housing need • Salford's housing requirement should be higher to broaden the range and quality of housing in Salford, in particular additional high-quality family housing in the west of the city to balance the high volume of new apartments being constructed in the regional core
Housing (inc affordable housing)
• For consistency with the Salford Local Plan, land at Lumber Lane should be allocated in the GMSF for housing
Employment and Economy
• New housing should be located closer to employment opportunities
Green Belt
• There has only been relatively few changes from the 2016 allocations for Salford • Object to the loss of Green Belt. Issues identified included a lack of exceptional circumstances, loss of a 'green lung' that provides a recreation and wildlife function, and also a buffer from congested roads and motorways • The Greater Manchester Mayor promised to protect Green Belt as part of his manifesto • Proposals to add new land into the Green Belt in Salford are supported; however the Lumber Lane site should also be identified as new Green Belt land • No exceptional circumstances to justify the inclusion of land west of Burgess Farm and land at Lumber Lane into the Green Belt • Need to release additional Green Belt land for development, as follows: o Broadoak o Crossfield Drive o Beesley Green o Linnyshaw o Wardley o Walkden Road o School Lane, Irlam • Land to the north of Leigh Road should be removed from the Green Belt and identified as safeguarded land
Brownfield
• Focus should instead be on available brownfield sites; these sites mean that the release of Green Belt is not necessary in Salford. • Need to take account of new brownfield sites that will emerge during the plan period, including within town centres.
Transport – Highways / Public Transport / Cycling / Walking
• New housing should be located closer to areas where major transport investments are planned. • The proposals in Salford will increase traffic congestion which is already at chronic levels; given this transport improvements should be in place before building starts. • Transport improvements have not been identified for the Swinton, Boothstown, Ellenbrook, Worsley Walkden and Little Hulton areas. • Problems identified on the motorways, particularly the M60 (junctions 13-16).

- Suggested proposal for a link from the A57 over the Ship Canal in Irlam to the new Manchester Airport bypass.
- Cumulative impacts of other developments in Bolton and Wigan; commuting from these places into Manchester is through Salford.
- Need for further development of Metrolink in Salford.
- The Vantage bus services are already full by the time they reach Salford.
- Tram/train proposals should be in addition to existing rail services and not replace them, given that tram/trains will be slower, more expensive and have poorer connections.
- Need to increase the levels of people walking and cycling, instead of using the car

Physical Infrastructure and utilities

- Whole utilities infrastructure in Salford needs investment and improvement, in particular there are issues with corroding gas pipes, the sewerage system, low water pressure and drops in electricity supply

Social Infrastructure

- Concerns relating to the existing capacity of community infrastructure (including schools, doctors, dentists, emergency services, shops and services for younger people) and the potential to support new homes.
- Social infrastructure should be in place before building starts.

Environmental – Green Infrastructure, Biodiversity, open space

- Building new developments is drastically reducing habitats for wildlife.
- Concerns regarding loss of green space / recreation opportunities due to development, and the impact this has on health and well-being.
- Development of the mosslands is wholly unsustainable.

Air Quality

- Development will lead to the exacerbation of existing issues of poor air quality including through traffic; Salford already has one of highest levels of deprivation in the country and life expectancy and health are below national averages.

Other

- Criticism of consultation process undertaken and of the format and structure of the Revised Draft GMSF.

Response to Comments

Principle / scale of development

- The Greater Manchester housing requirement is calculated using the government's standard local housing need methodology set out in national planning practice guidance. This requires the use of the 2014 based-household projections.
- There has been redistribution of some of the local housing need that arises in the rest of Greater Manchester to Salford reflecting significant opportunities within the centre of the conurbation (and the market for high density apartments). The Housing Topic Paper explains further how the housing requirements have been calculated.
- Issues of dwelling type are being considered across GM as a whole through the GMSF process given that GM is seen as being a single housing market. The mix across Greater Manchester and the individual districts is considered to be appropriate.

Housing (inc affordable housing)

- The GMSF allocates strategic sites that are currently in the Green Belt for development. Lumber Lane is not in the Green Belt and so is not within the scope of the GMSF for allocation. Note that the Lumber Lane site was not allocated in the 2020 version of the local plan, given that this plan no longer allocates land for development.

Employment and Economy

- The suggestion that housing and employment opportunities should be located close to each other is noted. The GMSF seeks to create mixed and sustainable communities which reduces the need to travel, including ensuring that there are jobs within easy reach of housing areas.

Green Belt

- The need to deliver the long-term positive outcomes of the Greater Manchester Strategy is considered to amount to exceptional circumstances which justify altering the boundaries of the Green Belt. The case for exceptional circumstances is explained further in the Green Belt topic paper.
- Support for the addition of land into the Green Belt is noted.
- Lumber Lane does not meet Green Belt purposes and so therefore has not been included as an addition to the Green Belt.
- Exceptional circumstances for the Green Belt additions are set out within the Green Belt topic paper.
- Additional Green Belt release in Salford for new housing is not considered to be appropriate, particularly when regard is had to the site selection process.
- Land to the north of Leigh Road has been retained as Green Belt. It is not considered that there are any compelling reasons for why the land should be removed from the Green Belt and safeguarded.

Brownfield

- The GMSF sets out a brownfield preference approach.
- The supply of dwellings on brownfield land and vacant buildings has been maximised as set out in the Housing and Employment Topic Papers. However, there is a quantitative and qualitative shortfall in the supply which can only be met through the release of Green Belt.
- Account has been taken of brownfield sites that will emerge over the plan period where there is current evidence that this will happen.

Transport – Highways / Public Transport / Cycling / Walking

- Locality Assessments have been undertaken to confirm the transport impacts of the allocations. These will be published alongside the Publication GMSF.
- Strategic modelling work has also been undertaken which looks at the cumulative impacts of the existing land supply (i.e. development on non-Green Belt land between 2020-37) and from the allocations.
- The Greater Manchester Transport Strategy 2040 sets out the long-term vision for how the transport system needs to change across Greater Manchester and the key priorities for achieving this.
- The Transport Strategy 2040 Draft Delivery Plan sets out improvements to transport across Greater Manchester.
- The detailed transport evidence base that has been produced in support of the GMSF proposals has been published.
- The potential to expand and improve rapid transit services is being explored by TfGM.
- Policy GM-N1 of the GMSF sets out that in order to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, Greater Manchester's authorities will support a range of measures, including locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport.

Physical Infrastructure and utilities

- Discussions have been held with Utilities companies with regards to the provision of utilities infrastructure.

Social infrastructure

- Development will be required to make appropriate contributions to address its impacts in accordance with policy PC1 (Planning obligations) Salford Local Plan: Development Management Policies and Designations (January 2020) once it is adopted.
- Phasing of social infrastructure will be considered at the planning application stage.

Environmental – Green Infrastructure, Biodiversity, open space

- Across the plan as a whole a net enhancement of biodiversity resources will be sought (policy GM-G 9). This includes increasing the quality, quantity, extent and diversity of habitats and achieve a net gain in biodiversity.
- Objective 8 of the GMSF is to improve the quality of natural environment and access to green spaces through: enhancing the special landscapes across Greater Manchester, green infrastructure, biodiversity and geodiversity; and improving access to the natural environment and green spaces including parks and playgrounds.
- As noted within the introduction to policy GM-G 4, the importance of the habitats and wider landscape means that there is a strong emphasis in the GMSF on the retention and improvement of the mosslands, and the majority of these areas will see little or no development. However, some sections of undeveloped mossland, are considered appropriate for future development as they are well-located to make a notable contribution to delivering more balanced and inclusive growth (such as the North of Irlam housing allocation which is in very close proximity to Irlam Train Station).

Air Quality

- GMSF policy GM-S-6 is concerned with Clean Air. This sets out a comprehensive range of measures 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.
- Various policies within Greater Manchester's Transport Strategy 2040 are aimed at improving air quality across the Region. Greater Manchester is also releasing a Clean Air Plan for consultation coinciding alongside release of the GMSF.

Other

- There have been two formal periods of consultation on the GMSF prior to the Publication Plan (Draft and Revised Draft stages). Consultation has included documents being available on the GMCA website, social media posts, community committee meetings etc. Consultation has been carried out in accordance with the city council's adopted Statement of Community Involvement.

3.2.9. Strategic Allocations in Stockport

There are 8 allocations in Stockport. There were 3,898 comments received in relation to the Stockport allocations.

GM Allocation 34: Bredbury Park Extension (627 comments)

A significant proportion of comments related to the transport impact of the proposed development, most notably that the low railway bridge on Ashton Road constrains access to/from M60 junction 25 and that high vehicles consequently have to access the site via Denton. Concerns were also raised regarding the adequacy of existing and proposed transport measures, especially walking, cycling and public transport measures.

Many consultees raised the loss of recreation value, not just the loss of footpaths running across the site but also in terms of amenity impact on adjacent areas, particularly adjacent to and on the opposite side of the River Tame. The amenity and visual impact upon the landscape and topography were also raised as were the visual and noise impacts upon the adjacent Castle Hill Residential Park.

Concerns were raised over the ecological impact of the proposal, in particular the loss of wildlife habitat and green infrastructure. Many consultees raised, albeit incorrectly, that the proposed allocation is a nature reserve; there is, however, a local nature reserve on the opposite side of the River Tame and many consultees raised concerns over the potential for that to be negatively impacted upon . A large number of consultees raised concerns regarding the potential for increased noise, air and light pollution, as well as concerns about the potential for pollution to pass into the river.

In more general terms concerns were raised that the proposal ran counter to the brownfield priority set out in the revised draft GMSF, that the proposal would result in a loss of Green Belt (and consequently loss of the protections that Green Belt provides) and that there are inadequate infrastructure and services available to support the development. A number of consultees also set out that there is no need for employment development, noting that there are numerous vacant units available on the existing Bredbury Park industrial estate, asking whether there are more suitable locations within Stockport and raising concerns that large warehouse developments will not result in many jobs being created.

Housing (inc affordable housing)
• There was some support for the proposal but there was question as to whether there was scope for housing on the site.
Employment and Economy
• It was highlighted that there are empty units locally elsewhere (up to 15/20% of nearby employment area) and that there is too much employment land in Greater Manchester already. • The employment potential of warehouses is low and it was felt that there are more suitable areas in Stockport for such development. • Forecasts for development levels are out of date and it was questioned as to how it can be assured that local people benefit from the job opportunities • There was some support for the proposal in that it will provide more work for local people and allows Srockport to host industrial and warehousing activities
Green Belt
• There were a large number of comments regarding the loss of Green Belt and in particular that it prevents the joining of Bredbury and Denton
Brownfield

- The development contradicts the brownfield first approach put forward in the GMSF
- There were many comments putting forward the re-use of existing land and buildings rather than creating new development on greenfield land

Transport – Highways / Public Transport / Cycling / Walking

- Existing congestion on surrounding main roads and in surrounding areas will lead to increased delays as well as an impact on Junction wr of the M60 which is already deemed as dangerous
- Multiple comments about the low bridge on Ashton road, including the need for HGVs to travel via Denton
- There were comments about the need for a bypass (A6/M60) but this allocation was seem either as a further need to build it or an excuse to get it justified
- Public transport network does not have sufficient capacity to support this development and this includes.no Metrolink or train link
- Development should seek to utilise nearby rail line
- Impact on public footpaths,as they are currently not seen as being wide enough, and the loss of cycling and horse riding routes
- Developers will not pay to make provision for access to the site

Social Infrastructure

- School places and other local services are already stretched and the scale of this development could make things worse

Environmental – Green Infrastructure, Biodiversity, open space

- There is a lack of open space in the area already and the development would go against GM-G1 (Valuing Important Landscapes),GM-S 13 'Protecting river valleys, trees and woodland'; GM-G2 'Green Infrastructure', GM-G6 'Urban Green Spaces', GM-G9 'Providing access to natural green spaces; and GM-G11 'Safeguarding the countryside from encroachment'
- The area is used extensively for walking and horse riding, there are various species listed as being present on site as the site is part of a nature reserve and there is deciduous woodland on site which is a priority habitat
- There is a risk that the River Tame being polluted and there will be an impact on the while river valley with no bio-diversity net gain

Air Quality

- The development fails to comply with the GM-S6 (Clean Air) and Clean Air Plan
- Pollution levels are already too high even before this development and levels would be Impacted on in terms of noise and dust during the development
- Will reduce life expectancy in Haughton Green

Flood risk

- The development would remove soakaway from area and cause damage the water table
- There is a need for sustainable drainage systems including tree planting

Other

- There will be an increase in noise, light and traffic pollution and this will all have an impact on mental health
- The development will blight the local area, including Castle Hill estate and in particular the poorer areas will be affected whilst the more affluent areas will not
- Further negatives are seen as being the attraction of anti-social behaviour, the effect on value of homes and the loss of views
- Woodley and Bredbury already have an unfair share of similar sites
- Plan should be for a shorter timeframe

Response to comments

The proposal has been reduced in scale to 60,000 sq m of B2/B8 floorspace with over 10 hectares of the allocation now proposed to be retained within the Green Belt as a buffer zone that helps to minimise the impact on the Tame Valley and safeguard views creating strong defensible boundaries at the edge of the developable area.

The policy wording has been revised to be clearer that a package of mitigatory transport interventions will be required for the development to proceed. The Locality Assessment prepared for the site shows that with such measures it is possible to mitigate its likely transport impact to within a less than severe level.

The policy is worded so as to require development to be designed so as to minimise any adverse impacts on adjacent remaining Green Belt, including through use of suitable landscaping and buffer zones. The policy also requires development to contribute to the area's special landscape characteristics and restore positive landscape features.

The policy includes a requirement for development to protect and enhance biodiversity interests and secure opportunities to achieve biodiversity net gains (in line with the relevant strategic GMSF policy). It should be noted that the proposal is not within the local nature reserve which is actually sited on the opposite side of the River Tame. The National Planning Policy Framework and other Local Plan policies seek to ensure that development does not have unacceptable impacts with regards to noise, air, light or water pollution.

The GMSF sets out an approach which seeks to ensure that opportunities to identify and development brownfield land are as exploited as fully as possible. Evidence on the supply of land which is both available and suitable for industrial and warehousing development shows that this is inadequate to meet Greater Manchester's, and Stockport's, needs during the period of the GMSF; it is therefore necessary to consider removal of land from the Green Belt to ensure that those needs can be met.

Wording has been added to the policy to require that development secures training and employment opportunities for local people.

Other concerns raised by consultees are covered by the policy or are covered by other policies within GMSF or other parts of the Local Plan. Some concerns are not within the scope of matters that can be address by a development plan or have been shown by evidence to not be an issue at this proposed allocation.

GM Allocation 35: Former Offerton High School (273 comments)

A significant portion of comments related to the capacity of local infrastructure, particular in terms of education, health and transport.. A number of comments mentioned the closure of Offerton High school and its lack of replacement.

Concerns were raised over the possible closure of the sports hall, congestion and road safety particularly along Curzon Road as well as the lack of public transport options, since there is no train station or Metrolink in the area and limited. bus routes It was suggested that a better choice of bus routes should be provided for example linking in with Stepping Hill Hospital and shops along Dialstone Lane.

There was a lot of uncertainty over how affordable the houses would be and the term 'affordable' was described as being very vague.and concerns were raised over the Offerton Wood Ancient & Semi-Natural Woodland and the impact on Poise Valley Nature Reserve The area is designated as a principal aquifer meaning that it is capable of supporting water supplies and river base flow on a strategic scale and also lies within a groundwater source protection zone.

There were some positive comments as the development is on a brownfield site and bringing in regeneration to the area.

Principle / scale of development
• It was felt that the area was being over development with too many houses leading to overcrowding
Housing (inc affordable housing)
• There was concern over house value depreciation with any affordable housing being of detrimental to existing home owners • It was recognised that there was a need for more affordable housing but just not in this location • Affordable housing is a vague term and there needs to be more certainty as to what this actually means for first time buyers in particular • It was felt that the wrong ONS figures used for housing amount predictions.
Employment and Economy
• There are not enough employment opportunities in the area generally
Green Belt
• The new Green Belt areas are argued to be too small and include golf courses which have no biodiversity and there was objection to any Green Belt loss as this development does not represent exceptional circumstance
Brownfield
• It was agreed that it should be brownfield first and it was highlighted that it was good to see the use of existing buildings being re-developed and in particular there should be a focus on Town Centres
Transport – Highways / Public Transport / Cycling / Walking
• There is no Metrolink, train or enough bus routes to make this site sustainable • The link road from High Lane to Bredbury linking the new A6 Marr SEMMMs route would be the answer to releasing the traffic chaos • There was concern with site access with only one road in and out of the development • There is already congestion and there is already a school traffic safety issues at present • Cumulative impact with Hempshaw lane development

- It was argues that the scale of the allocation is unlikely to give rise to traffic impacts at the Strategic Road Network (SRN) on either an individual or cumulative level but there was concern over future congestion and road safety along Curzon road,
- It was suggested that a better choice of bus routes should be provided for example linking in with Stepping Hill Hospital and shops along Dialstone Lane.

Physical Infrastructure and utilities

- The existing infrastructure cannot cope with demand at present even before any further development
- This area is underlain by bedrock of the Collyhurst Sandstone Formation which is overlain by superficial drift deposits comprising glacial till. The Collyhurst Sandstone is designated as a principal aquifer meaning that it is capable of supporting water supplies and river base flow on a strategic scale.
- The area also lies within a groundwater source protection zone 3 for a nearby potable water supply abstraction.

Social Infrastructure

- There were many comments about schools and education provision particularly in light of the closure of Offerton High School. It was highlighted that here is a covenant on this land stipulating its use for educational purposes
- It was felt there was a general lack of necessary infrastructure particularly in relation to health with pressure on Stepping Hill Hospital and GPs and journeys to hospital and ambulance times made longer due to congestion
- Concerns over loss of leisure facility and a desire for the site to be a communal space. The site could easily be adapted for new sports facilities which could be used by the primary/secondary school and other local schools who don't have suitable sports access There is a need to ensure there are appropriate facilities for children particular teenagers and open space should be provided within the development

Environmental – Green Infrastructure, Biodiversity, open space

- The development would lead to the loss of biodiversity, Goyt Valley greenery and ancient woodland with the Offerton Wood an Ancient &Semi-Natural Woodland being located north of the site boundary and there are two badger setts close to the site.
- The River Goyt would have a reduced use as an ecological corridor because of the development and there would be an impact on the Poise Valley Nature Reserve
- Any loss of this Landscape Character Area would increase greenhouse gases /CO2 and create a further lack of green space

Air Quality

- There was concern that will be an increased in air pollution as a result of the development

Flood risk

- The area is underlain by bedrock of the Collyhurst Sandstone Formation which is overlain by superficial drift deposits comprising glacial till. The Collyhurst Sandstone is designated as a principal aquifer meaning that it is capable of supporting water supplies and river base flow on a strategic scale. The area also lies within a groundwater source protection zone.and the wording of the policy should reflect this.
- Generally it was felt that there is potential for the development to increase the risk of flooding

Other

- There has been previous miscommunication over the use of the site
- Plan period should be shorter
- An alternative site was suggested at Offerton Fire station.

Response to comments

The policy wording has been revised to be clearer that a package of mitigatory transport interventions will be required for the development to proceed. The Locality Assessment prepared for the site shows that with such measures it is possible to mitigate its likely transport impact to within a less than severe level.

The policy includes a requirement that the development contributes towards the provision of additional school places and health provision to meet the additional needs it places upon such infrastructure.

The policy sets out a requirement that the development makes an appropriate contribution towards the provision of new community facilities in the Offerton area. The explanatory text which sits alongside the policy sets out that the site forms part of a wider regeneration strategy in which it will be brought forward in conjunction with land at Blackstone Road Open Space as part of an ongoing regeneration strategy for the Offerton area. The Blackstone Road site is intended to deliver around an additional 65 dwellings, a new leisure centre to address local need and community facilities including, but not necessarily limited to, a library and health facilities.

The policy is clear that development will be required to make provision of a minimum of 20% affordable housing on site, providing a range of housing types, including older persons' affordable accommodation. Affordable housing is defined by other policies in the Local Plan, based on evidence of both need and viability with particular reference to those in housing need and the most recent Housing Needs Assessment

Whilst any areas of biodiversity value are outside of the allocation, the policy includes a direct requirement that development protects and enhances biodiversity interests, including through implementing the strategic requirement from elsewhere within the GMSF to bring about an overall biodiversity net gain.

Other concerns raised by consultees are covered by the policy or are covered by other policies within GMSF or other parts of the Local Plan. Some concerns are not within the scope of matters that can be address by a development plan or have been shown by evidence to not be an issue at this proposed allocation.

GM Allocation 36: Gravel Bank Road / Unity Mill (450 comments)

A significant proportion of comments related to the transport and air quality impact of the proposed development, most notably along the Gravel Bank Road and Hyde Road. Cumulative impacts in terms of traffic were raised with regards to the Bredbury extension.

Rail provision was raised as an issue in terms of lack of carriages and parking, it was suggested that walking and cycling links need to be improved to the station.

Many concerns were raised over the Heritage impacts of the mill and Conservation area.as well as the impact on the remaining Green belt and wildlife.

Flood risk was raised multiple times with the comments referring to the water table being high and the site having a high clay content.

In general terms many comments raised concerns that there are inadequate infrastructure and services available to support the development.but there was support of the rejuvenation of the mill.

Principle / scale of development
• There is a cumulative impact of this developement with Bredbury Industrial estate • Some support for this development with the element of regeneration that is includedMore supportive on this allocation than the others
Housing (inc affordable housing)
• It was felt that this is not the correct location for elderly accommodation due to the topography of the local area and the distance to public transport • There was support for the building of new affordable homes but would like to see this all directed to first time buyers rather than towards luxury houses. • As a direct result of this development it was felt that there would be a decrease in existing house prices • Statistics around housing are out of date , latest ONS figures should be used • The inaccuracy of the official statistics used and the fact they do not accurately reflect Brexit should be taken into account • There was a suggestion that this development should be increased to 300 homes
Green Belt
• The loss of Green Belt was the primary concern being urban sprawl with settlements in Tameside merging with Stockport as has been the case already with Bredbury and Woodley • It was felt that this development is not enough of an exceptional circumstance to warrant the development in Green belt and there was a suggestion for more green belt to be released to the south of the mill
Brownfield
• Housing and economic needs should be more realistically calculated and when all brownfield sites are found and used, and/or a shorter plan period is used, there should be no need to build on any green and
Transport – Highways / Public Transport / Cycling / Walking
• There is a public right of way running through the adjoining field and this would need to be kept. It is used by walkers to gain access to the canal paths and the river valley.
Environmental – Green Infrastructure, Biodiversity, open space
• The area offers a canal with a habitat for wildlife, views of the countryside and the site is located within the Tame Valley and Brinnington East Landscape Character Area,

creating a strong north-south rural gateway into Stockport Town Centre, and this ought to be protected and enhanced in the future.Haughton Dale and Hulme Woods access would also be affected • Any development would increase noise and light pollution and reduce the amount of available agricultural land • It was also mentioned that is a historic landfill on the site • Development should incorporate street trees to act as traffic calming
Physical Infrastructure and utilities
• There was concern over the capacity of utility services and in particular sewerage as the mill carries sewer pipes • It was highlighted that there was previous coal mining activity in the area of the development , so subsidence could therefore be an issue
Social Infrastructure
• It was felt that there is already a lack of schools, dentists and doctors in the area and that there would be further pressure particularly on Stepping Hill hospital and a general impact on Emergency Services • Amenities • Improvements needed to shopping area • The small community hall now requires demolition and a better, safer and creatively designed building be constructed in its place. There also needs to be improvements to the shopping area and to all amenities generally • Work will need to be done to fully support the walking and cycling opportunities of the site including the connection to the canal • Recognition should be made to the small playing field used by local children adjacent to Gravel Bank Rd.
Cumulative impacts
• It was highlighted that there have already been three large new build developments within a mile of each other along a stretch of the A560 at Gravel Bank Road in the past year with no enhanced or extra infrastructure/facilities provided. • A number of comments also mentioned the impact of the Tameside development at Apethorn Lane and Bowlacre on A560 and the cumulative impact with the Bredbury extension and 50 homes on farm land next to A560 and Apethorn Lane
Air Quality
• Air quality is already very poor along the A560 and in particular already around primary schools • Not in accordance with the Key Performance Inicators's of the Greater Manchester Air Quality Action Plan 2016-2021
Flood risk
• The site has a high water table with the under soil being mostly clay which is not free draining and so the field is frequently water logged and there are also sink holes on site • Street trees should be provided for drainage solution • The A560 at the junction with Apethorn Lane/Stockport Road frequently floods after brief periods of heavy rain as does the hollow just beyond the Joshua Bradley restaurant..
Heritage
• The look and the character of the building and the surrounding area must be maintained and not overly developed. • The mill is part of the Peak Forest Canal and Conservation Area and is a listed building and should therefore be preserved

Other
• There was concern about the potential for increased crime as a direct result of the development • Some felt that there was not enough publicity about the proposals • There was a danger that communities could become isolated with there only being one way in and out of the development giving rise to social issues and inequalities
Response to comments ***This allocation is no longer included in GMSF.***

GM Allocation 37: Heald Green (458 comments)

Concerns were raised that the proposal would lead to a disporpotionate loss of Green Belt in this part of Stockport and resultant increase in urban sprawl and loss of valuable wild life habitats.

Many comments raised concerns over traffic congestion particularly in relation to Outward Road/Bolshaw Road.and air quality particular with regards other developments already being built in the area.

There were also concerns that there are inadequate infrastructure and services available to support the develop The potential removal of the playing field off Outwood road has been raised as a concern.

Principle / scale of development
• There is a disproportionate amount of Green Belt loss which will lead to the loss of the identity of Heald Green as it will no longer be a village
Housing (inc affordable housing)
• It was felt that houses should be prioritised for first time buyers and young families and that there is a need for more social housing. In particular the question was raised as to why there was only 30% affordable housing proposed when the Stockport MBC policy is for 50% for affordable housing • A number of respondees highlighted that they felt that the housing density was too high and that it would be difficult to deliver affordable housing in Heald Green, as it is a wealthy area
Employment and Economy
• It was highlighted that there is a baseline economic forecast and an accelerated growth economic forecast but no forecasts for neutral or negative growth so it does not take into account the potential uncertainty around Brexit. The growth figures need to be realistic as possible
Green Belt
• The loss of Green Belt as result of this development reduces Heald Green's Green Belt by 50% which will cause the merger of development sites in Cheshire East and Greater Manchester, thereby losing its purpose. The development does not meet exceptional circumstance and the exceptional circumstance are not made clear in the strategy • Loss of Green Belt will be detrimental to social, physical and psychological well-being of residents • 'Aiming for a shorter plan period such that there is a sufficient supply of land without using Green Belt. • Bruntwood Park's designation as Green Belt would not give it any further protection and it does not fulfil the purposes or criteria of Green Belt designation
Brownfield
• It was felt that the use of brownfield land has not been explored enough and things such as airport aar parks should be developed for housing instead • Cheadle Royal should be developed • Reuse the empty housing and empty warehouses in GM
Transport – Highways / Public Transport / Cycling / Walking
• There were many comments about congestion and in particular Outward Road/Bolshaw Road (A34) • It was generally felt that the A555 improved congestion in Heald Green and that this development would reverse the impact

- There needs to be cross boundary working with regards to public transport with Cheshire East
- Train service and bus services are poor with some bus services in the area already being cut. It was highlighted that this particularly affects the elderly
- There needs to be a huge increase in parking at the station to meet the aim of increased use as a result of this developement
- The new railway station at Stanley Green would be welcome but could be better used if some or all of the houses proposed in the first draft of GMSF for the East of the A34 (Cheadle Hulme) were added back in and taken out of the Heald Green allocation
- There was criticism that there is a lack of joined up planning between the draft GMSF and the Transport for Greater Manchester's strategy for 2040
- The cumulative impact from traffic from Handforth and other Cheshire East developments should also be taken into account

Airport

- Congestion and parking in the area is already bad because of the Airport. People park on local roads for access to the airport which adds to the traffic and parking problems on side roads
- A further consideration is the Vortex damage to house roofs from over-flying planes. There have been a considerable number of incidents where houses have been damaged by vortices, caused by planes flying overhead. The effect is often that tiles or slates are sucked off roofs and can then cause injury as they fall to the ground.
- There is already too much urban housing around Manchester Airport for safety in emergencies of landing/taking off aircraft
- The cumulative impact of the Airport city expansion also needs to be considered

Physical Infrastructure and utilities

- The recent National Audit Commission Report 'Planning for new homes' stated clearly that the majority of private developers do not fulfil agreements they made to provide necessary infrastructure to service the homes they build, and neither do they fulfil their agreed quota of ' affordable' homes. Existing utilities will not be able to cope

Social Infrastructure

- There were many concerns raised over the closure of Bolshow school and that any further development meant that health and educational facilities would not be able to cope and emergency services will be hampered by the new development
- The lack of communal areas will mean that there will be no areas for children to play and there will be no place to hold meetings or to host the Heald Green Festival

Environmental – Green Infrastructure, Biodiversity, open space

- There is a covenant attached to the football pitch land, prohibiting its use for development and the pitches are currently used by Cheadle and Gatley FC
- The area is vital breeding area for a variety of birds and the development will not protect and enhance biodiversity and lead to a loss of habitat for wildlife
- The development represents are "cutting off" of what is already a very narrow wildlife corridor, causing fragmentation of Stockport's wildlife sites.
- Development requirement should include the provision of new woodlands and woodland buffers
- There will be negative impacts on the Heald Green Landscape Character Area and on the visual amenity value to and from the Peak District National Park and the countryside of Cheshire East
- There will also be a clear dcetrimental effect on farming land and in particular a loss of a long standing tomato and plant growing business

Air Quality

- Due to the airport in direct proximity to the area. Air quality is already poor. The impact of more development and loss of green space will have a detrimental impact on health

Flood risk

- There is poor draining in the area of this allocation as the land is broadly flat with no significant drainage. The top surface is glacial clay in excess of one metre deep. As a result the drainage is very poor, with a high water table. During the winter, seasonal springs can occur on the fields proposed for development
- Street trees should be included as part of wider drainagemeasures
- The area is known for poor surface-water drainage, being build on previous farmland linked by significant numbers of farm ponds
- Cross Road, which boundaries the proposed site, has suffered on a number of occasions in recent years from subsidence and 'sink-hole' collapse particularly adjacent to Bolshaw Primary School.
- If it rains heavily water comes down Outwood Road like a fast-moving stream

Other

- The plan is inaccurate because it shows commercial buildings where there is farmland
- There is no analysis of the sites that were discounted, there should be a comparative analysis.
- The consultation itself was unhelpful
- Gatley Golf Course and the old garden centre on Ladybridge Road opposite the five arches bridge in Cheadle Hulme should be taken into consideration as a housing site

Response to comments

The distribution of the allocations proposed by the GMSF is established based on a clear site-selection methodology which demonstrates the proposed allocations to be the most sustainable to meet the identified gap in land which is required to meet future development needs. The impact of the proposals on the Green Belt has been assessed through a suite of evidence studies. The policy is worded so as to require development to be designed so as to minimise any adverse impacts on adjacent remaining Green Belt, including through use of suitable landscaping and buffer zones.

The policy requires that development protects and enhances biodiversity interests, including through implementing the strategic requirement from elsewhere within the GMSF to bring about an overall biodiversity net gain. Illustrative masterplanning undertaken to demonstrate the deliverability of the policy shows that it is possible to deliver the quantum of development proposed within the constraints of known biodiversity interests.

The policy wording has been revised to be clearer that a package of mitigatory transport interventions will be required for the development to proceed. The Locality Assessment prepared for the site shows that with such measures it is possible to mitigate its likely transport impact to within a less than severe level. The site is exceptionally well located to take advantage of existing and proposed public transport infrastructure.

The policy includes a requirement that the development contributes towards infrastructure including additional school places and health provision to meet the additional needs it places upon such infrastructure.

The policy includes an explicit requirement to provide new and enhanced playing pitches, with suitable changing room facilities and parking, to replace those lost to development as well as a more general requirement to make provision for Make provision for suitable and publicly accessible open space and green infrastructure within the site.

Other concerns raised by consultees are covered by the policy or are covered by other policies within GMSF or other parts of the Local Plan. Some concerns are not within the

scope of matters that can be address by a development plan or have been shown by evidence to not be an issue at this proposed allocation.

GM Allocation 38: High Lane (897 comments)

A significant proportion of comments related to the transport impact of the proposed development, most notably along the A6. Many comments were raised around the extra traffic on the A6 caused by the recent construction of the A6 to Manchester Airport Relief Road (A555). Air quality along the A6 was raised multiple times. There were also concerns raised over the cumulative impact from traffic generation from the proposal in Disley in Cheshire East for 700 homes. There were mixed reviews regarding a new station proposed at High Lane, some very welcoming and some had a preference to enhancing to Middlewood station.

There was general acknowledgment to the reduction in size of the proposal but consider any development too much and not in keeping with the village. Concerns were raised over the ecological impact of the proposal, in particular the loss of wildlife and encroaching on the Middlewood way.

There was an assumption of luxury housing being put forward and concerns that any affordable and housing for elderly would not be appropriate.

In more general terms concerns were raised that the proposal ran counter to the brownfield priority set out in the revised draft GMSF, that the proposal would result in a loss of Green Belt and that there are inadequate infrastructure and services available to support the development.

Principle / scale of development
• There was concern that any development will have a detrimental effect on the character of the village; • This proposal does not contribute to the GMSF objectives of creating sustainable communities, minimising the need to travel and protecting the distinct character of local communities. • The site selection criteria used in GMSF does not apply to High lane
Housing (inc affordable housing)
• Many comments suggested smaller scale housing developments locally in the village rather than on one huge estate and that higher densities should be explored with more innovative design • There was a recognised need for housing for older people and a feeling that there were a number of older people in homes that were bigger family type homes not designed for the needs of older people. • The housing need calculation is inaccurate as it based on 2014 projections and therefore over-inflated • It was felt that more than 30% should be affordable and there was little evidence that there it was “brownfield first” • Location of the development and the type of housing could have potential implications for migration into High Peak so the nature of the High Peak Housing Market Area should be taken into account.
Employment and Economy
• There is no mention of any new long term job creation for the area, meaning that all those of working age will have to commute (mainly on the A6). • Local businesses rely on equestrian related trade, removal of horses would impact on this
Green Belt
• It was felt that the development would add to urban sprawl and that the development did not demonstrate the exceptional circumstance required to remove Green Belt and the area acts as a divide between Hazel Grove and High Lane

Brownfield
• Brownfield use first, conversion of more mills and more use of empty homes should be explored
Transport – Highways / Public Transport / Cycling / Walking
• The impact of the A6 Manchester Airport Ring Road/A555 has created more traffic through High Lane. Furthermore the A555 is creating more lorries to come onto the A6 and these are often seen above the 7.5 tonne restriction. • It was felt that the High Lane Bypass should be resurrected • Road safety is poor on the A6, congestion particularly high at peak commuting times and a number of roads in the area are in a poor condition particularly for cyclists. It was felt that development would only make this worse. • A larger development could have resulted in an improvement to the road network • More joined up thinking is needed on the strategic highway needs of South East Greater Manchester, North East Cheshire and North West Derbyshire • Very mixed opinions were presented regarding the proposed new station at High Lane from support to just providing better access to Middlewood station and the implications on the Marple /Glossop lines will need further consideration • There is a need for more bus routes especially around the Poynton area • Transport and highways proposals put forward with the site allocation as development requirements do not adequately address the transport requirements and problems likely to be generated by this site and arguably contribute more issues to the local highways network than they resolve (the addition of additional junctions and stop start traffic on the A6).
Physical Infrastructure and utilities
• Further cooperation is needed in terms of funding of infrastructure in co-operation with Derbyshire • There is a clear need for the infrastructure to be in place first.
Social Infrastructure
• It was pointed out that there are currently no school places as all primary and secondary schools are full and there is limited availability of health provision and leisure facilities in particular because Marple swimming baths has recently closed. As a result of the pressure on local amenities any social infrastructure needs to in place first. • There was concern raised that there was no guarantee of any developer contributions
Environmental – Green Infrastructure, Biodiversity, open space
• It was highlighted that there is a lake on the site which is home to wildlife and any development would take away country walks, wildlife and woodland as well as loss of farmland and that the site is adjacent a Site of Biological Interest • There are extensive disused mine shafts over the site and several areas within the development are classified as 'Development High Risk Areas'. • It is argued that views from Brookside Park to Lyme Park could be adversely affected and should be protected and al least a buffer provided in the form of woodland.
Air Quality
• Traffic pollution is extremely high in the area of the development and it is felt that proposals in Clean Air Plan will not remedy the issue • It is argued that the proposed development indicates that Stockport and the Greater Manchester Combined Authority lack a serious interest in reducing dangerous levels of pollution. • Recent monitoring shows that the area already exceeded air quality guidelines even before the opening of the new road.The children in High Lane are being affected by pollution with illnesses such as asthma and allergies

Flood risk

- There is a risk of surface water flooding on the site as well as seepage from the canal
- Before any development takes place the drainage should Drainage should be dealt with sustainable drainage systems in the forms of trees should be provided. There should also be further work to assess flood risk of the brook.

Heritage

- It is highlighted that the southern boundary abuts Marsden House which is a grade 2 listed building

Response to comments

The policy wording has been revised to be clearer that a package of mitigatory transport interventions will be required for the development to proceed. The Locality Assessment prepared for the site shows that with such measures it is possible to mitigate its likely transport impact to a less than severe level, including having regard to the cumulative impacts arising when other developments are taken into account, including those in Cheshire East.

The policy requires that development protects and enhances biodiversity interests, including through implementing the strategic requirement from elsewhere within the GMSF to bring about an overall biodiversity net gain. Illustrative masterplanning undertaken to demonstrate the deliverability of the policy shows that it is possible to deliver the quantum of development proposed within the constraints of known biodiversity interests.

The allocation abuts but does not encroach onto the Middlewood Way. The policy has a requirement that development makes provision for new cycle and footpaths to connect with the existing local network, including routes to/from the Middlewood Way, ensuring that existing routes within and across the site are retained.

The policy requires that 30% of all homes provided on the site are affordable. Of the total 500 homes proposed by the policy it requires that a minimum of 150 are for older people, delivered as "all-age" accommodation. The policy requires that 30% of the 150 homes for older people are affordable. Affordable housing is defined by other policies in the Local Plan, based on evidence of both need and viability with particular reference to those in housing need and the most recent Housing Needs Assessment.

The GMSF sets out an approach which seeks to ensure that opportunities to identify and development brownfield land are as exploited as fully as possible. Evidence on the supply of land which is both available and suitable for residential development shows that this is inadequate to meet Greater Manchester's, and Stockport's, needs during the period of the GMSF; it is therefore necessary to consider removal of land from the Green Belt to ensure that those needs can be met.

The policy includes a requirement that the development contributes towards infrastructure including additional school places and health provision to meet the additional needs it places upon such infrastructure.

Other concerns raised by consultees are covered by the policy or are covered by other policies within GMSF or other parts of the Local Plan. Some concerns are not within the scope of matters that can be address by a development plan or have been shown by evidence to not be an issue at this proposed allocation.

GM Allocation 39: Hyde Bank Meadows (366 comments)

A significant portion of comments related to pressure on schools, it was raised that there are already long waiting lists at Romiley Primary School and many of the local schools are full.

Traffic congestion and air quality came through as a major concern through the comments in particularly within the Cherry Tree Estate and onto the M60 at Bredbury. The Bredbury junction was described as being very dangerous. Cumulative impact with the proposal for the Bredbury Industrial estate was raised and there were concerns over public transport in particularly with the capacity on trains.

Many consultees raised concerns over the potential loss of Tangshutt fields and the play areas, which was funded by the community as well as utility capacity particularly in terms of sewerage capacity, water pressure and gullys becoming blocked.

It is argued that there will be a negative impact of the proposal on the natural environment in the are and in particular the risk of ecological impact to the canal, views of Werneth Low and the Goyt Valley. Many comments raised concerns that there are inadequate infrastructure and services available to support the development.

Principle / scale of development
• The cumulative impact with Bredbury Industrial estate and neighbouring development should be taken into account.
Housing (inc affordable housing)
• It is felt that the proportion of affordable housing should be higher and there was general confusion over what is defined as affordable housing • It was highlighted that the figures used are not accurate and should not be based on 2014 Office for National Statistic figures but the more up to date 2016 figures • There is recognitions about age demographiocs and in particular the Romiley area needs new houses for the younger people and generally throughout the area there is an urgent need for more houses for those aged over 55..
Employment and Economy
• There is a general recognition that there is a lack of job opportunities in the area and there was concern that the rural economy would lose grazing land.
Green Belt
• Green Belt should be sacrosanct and this site does not meet the exceptional circumstances needed for any removal and prevents urban sprawl
Brownfield
• Green Belt should be protected until the brownfield sites have been fully used and empty homes put back into use. In particular mills and factories should be put forward such as the mill off Poleacre lane and Compstall Mill.
Transport – Highways / Public Transport / Cycling / Walking
• In terms of public transport, there is a lack of capacity in terms of parking at the station and number of carriages on the trains and there is no service to Stockport or any Metrolink. Bus routes also need to be improved. • The existing transport infrastructure, in particular but not exclusively the road network, does not cope with the number of people currently living in the area, especially at peak times. • Single point of access to the site along Cherry Tree Lane and Gotherage Lane is not sufficient for an additional 250 homes. • It is suggested that a A6/M60 bypass should be built to alleviate traffic flow and congestion problems

- All of the sites in the Werneth Area, as well as some of those over the border in Tameside, would put additional pressure on the Hyde Road/Stockport Road corridor which already has congestion
- There are road safety concerns and there would be a loss of a safe walking route to school and to Romiley centre as a direct result of the development and the site will impact on the footdall in the centre of Romiley
- It was suggested that Transport for North should be included as a statutory consultee

Physical Infrastructure and utilities

- There were many comments that the infrastructure should be in place before any housing is completed
- There were concerns over loss of cycle/walking routes, loss of rights of way, sewerage capacity, water pressure and a general need for infrastructure to be robust

Social Infrastructure

- There are concerns about the impact of the development on Tangshutt Fields, the fields include a sports field, children's play area, gym equipment, community orchard, place for wildlife, well used walking and cycling routes.
- There were already capacity issue raised with schools, especially in light of recent school closures and in particular the removal of the school from the Cherry Tree Estate, difficulty to get appointments with doctors and dentists and increased waiting times already Stepping Hill Hospital.

Environmental – Green Infrastructure, Biodiversity, open space

- The development would harm the Tangshutt Local Nature Reserve which has protected protected species on site
- There would be a loss of wildlife and agricultural land as well as the loss of the uninterrupted views of the skyline looking over to Werneth Low and the surrounding patchwork of countryside.
- There would also be negative impacts on Goyt Valley Landscape Character Area and concerns were raised over country path leading to the canal

Air Quality

- Many comments said that the Hyde Road/Stockport Road corridor already suffers from poor air quality and this pollution would get worse as a direct consequence of emission from the development

Flood risk

- It was highlighted that there are sink holes in area and that there was a real rik of flooding in the area and increased run off to the stream

Other

- There were concerns that the development would lead to increased antisocial behaviour

Response to comments

The policy includes a requirement that the development contributes towards infrastructure including additional school places and health provision to meet the additional needs it places upon such infrastructure.

The policy wording has been revised to be clearer that a package of mitigatory transport interventions will be required for the development to proceed. The Locality Assessment prepared for the site shows that with such measures it is possible to mitigate its likely transport impact to within a less than severe level.

The proposal does not include and never has included the loss of Tangshutt Playing Fields and play areas. The area of the playing pitches and play areas are no longer proposed to be removed from the Green Belt but are within the allocation boundary,

enabling the policy to place a requirement upon development that it bring about enhancements to both existing assets.

The policy requires that development protects and enhances biodiversity interests, including through implementing the strategic requirement from elsewhere within the GMSF to bring about an overall biodiversity net gain. The area covered by the allocation (but not the area to be removed from the Green Belt) has been extended to include land to the north, enabling the policy to place a requirement upon development that it bring about ecological or other enhancements to this area, in line with the national planning policy expectation that (retained) Green Belt be used positively.

The policy requires development to contribute to the area's special landscape characteristics and restore positive landscape features.

Other concerns raised by consultees are covered by the policy or are covered by other policies within GMSF or other parts of the Local Plan. Some concerns are not within the scope of matters that can be address by a development plan or have been shown by evidence to not be an issue at this proposed allocation.

GM Allocation 40: Griffin Farm, Stanley Green (332 comments)

Concerns were raised that the proposal would lead to a disporpotionate loss of Green Belt in this part of Stockport, due to two large sites being in close proximity. It was raised that the Green Belt acted as a natural divide between Heald Green ,Cheadle Hulme and Handforth providing a valuable wildlife habitat.

Many comments raised concerns over traffic congestion and air quality particular with regards to the A34 which already has illegal emmisions. The cumulative impact with the larger Handforth Green development of 1500 dwellings in Cheshire East was also raised as a concern in relation to traffic congestion.

In general terms many comments raised concerns that there are inadequate infrastructure and services available to support the develop

Principle / scale of development
• It was felt that there is a disproportionate loss of Green Belt in Heald Green and that it is unfair to expect a small village to take 46% of the borough's allocation
Housing (inc affordable housing)
• Affordable housing should be a higher proportion although it was unclear what level of pricing was classed as affordable. • It was highlighted that there should be more housing for the elderly • There is a clear need for a mix of housing, attractive design but no high rise. It was generally felt that apartments could be considered to introduce variety and a new demographic. The Berkley Homes schemes, who have carried out large scale Urban Renewal Projects in London, were put forward as a good example of good equality high density development • There was a suggestion that the development was a cynical ploy to provide a cheap mix of housing for the proposed airport city development • It was suggested that the wrong ONS figures used and as result the housing targets should be reduced in line with the correct figures
Employment and Economy
• The development does not improve access to jobs • The site offers a unique opportunity to improve the connectivity and sustainability of the area, maximising the number of people living in a highly accessible location. In particular, connecting to major employment, shopping and leisure locations, but is also adjacent to employment areas including the Seashell Trust and Stanley Green Business Park. • The development should not prevent parking on the site near Southgate offices
Green Belt
• The application for 350 homes was refused on Green Belt grounds and it is felt that the same principle should apply to this development as the density id Heald Green village will be lost to urban sprawl. • The economic ambitions should be reduced or aiming for a shorter plan period should be agreed if it means retaining the Green Belt. • .It is highlighted that the criteria for site selection is flawed since Green Belt in Manchester has not been considered in this locality. • The boundary of the development as proposed does not follow any recognisable and permanent features – it is an arbitrary line on a plan, which does not reflect any fixed and defensible boundary on the ground. • The allocation site forms a generous area of land which serves as a natural break and a clear green demarcation separating the distinct local communities of Heald Green, Handforth and Cheadle Hulme

- Proposed boundary excludes land between Syddall Avenue and the A34, as well as a narrow strip of land to the immediate west of the A34 but there is no commentary on why, does not perform a meaningful role in relation to the Green Belt purposes.

Brownfield

- Many comments stated that they felt that there is enough unused warehouses and industrial areas throughout Greater Manchester to accommodate these plans. The Brownfield First initiative for example at Cheadle Royal Nurses' Home, seems to have been ignored.
- It is felt that there is a lack of transparency of other sites being considered
- There was a suggestion put forward to demolish "Merseyway" shopping centre and apartments developed to create "riverside" developments. Many comments suggested that there should be more housing planned in the town centres
- There should be no brownfield site that remain undeveloped unless exceptional reasons are detailed. More needs to be done by the GMCA to remove obstacles for developers to commit to brownfield and town centre regeneration and development, including decontaminating land, land banking and split ownership.

Transport – Highways / Public Transport / Cycling / Walking

- Transport infrastructure should be built first as the current provision is already at full capacity with road congestion, unreliable bus services and an inadequate train service and there is a clear opportunity for Metrolink extension to the area
- Phasing around the delivery of the new station is vital new railway station at Stanley Green would be most welcomed, but could be better used if some or all of the proposed houses in GMSF1 for east of the A34 (Cheadle Hulme) were added back in and taken out of Heald Green's allocation.
- It is also argued that the cumulative impact of other Greater Manchester and Cheshire East developments should be taken into account
- The likely position of the station in the centre of the site will make it very accessible to much of the housing – but in addition, it will also place the northern part of the Earl Road industrial area (Handforth) within walking distance of a train.
- With regards to car parking it is highlighted that there is a proliferation of airport parking which blights the surrounding communities. Any proposed Park and Ride facility needs to be easily accessible and visible to users, the field south of Stanley Road adjacent to the railway line and the A555 is suggested..

Physical Infrastructure and utilities

- United Utilities can't cope we are constantly having apologies for low water pressure and brown water.
- The infrastructure in this area is old. The area is supplied from the pumping station at Cross Acre Lane. These pumps have already had to be patched up to reduce their frequent failures, and they struggle to provide adequate pressure at the highest points of the village
- Infrastructure for utilities and broadband will need to be considered

Social Infrastructure

- It is felt that there is only vague reference to additional health and education provision when it is essential to provide community facilities for all ages in the proposed area so that it is not just a dormitory. As a minimum, there should be shops for essentials as well as new schools and doctors' practices.
- There were concerns that the development will mean there will be nowhere left for recreation and play, it will cause a strain on the hospitals and social care
- There were calls for more joined up thinking between different parts of the public sector, for example, planning and transport, planning and education, planning and health.

Environmental – Green Infrastructure, Biodiversity, open space

- The development will impact on wildlife, cause more light and noise pollution, lead to a loss of public rights of way, green fields and trees. It is argued that this will lead to more mental illness because there will be nowhere to relax and get back to nature.
- Farmland should be retained for agricultural purposes and not for further housing.
- This site includes some good hedgerow linkages and is the last remaining green corridor between the fields to the east and west of Brooke Par

Air Quality

- The land is question was designated as Green Belt in 1985 and is the last significant area of grassland counteracting the emission of fumes from the A34 by-pass which is already over the pollution limits.
- More emphasis is needed on increasing tree cover on the eastern boundary of the development to provide air quality and noise mitigation benefits against the A34.
- The development is close to Manchester Airport, The M60, M56, A34 and the A555 bypass with all the resulting pollution which will only add to the pollution in the area
- It is suggested that the Air Quality Plan does not reflect emissions from the Airport when it should be included in any assessment of the area

Flood risk

- The fields are water logged and contain clay and the site contains lots of ponds
- Bruntwood Hall Brook flows through this allocation, partially in open channel and partially in culvert. The wording of the allocation should be such that the watercourse is protected and enhanced as part of redevelopment through inclusion of an adequate undisturbed buffer and de-culverting.
- The area has an aquifer relatively close to the surface and periods of high rain result in standing water in the fields which are part of the proposed development.
- Drainage is needed which is fit for purpose this does not mean accepting standard modelling. A more individual approach needs to be taken for this area.

Heritage

- There is a Grade II listed building within the allocation site and the land has added value in the contribution it makes to this heritage asset and its setting.

Other

- GMSF web based consultation portal is not easy to navigate and the questions asked are in many cases not really relevant to people from other areas who will not be familiar with proposal
- The GMSF is placing an additional burden on developers to contribute towards infrastructure that may not be appropriate or feasible. Until the costs, land take required and delivery mechanisms are clarified, it will remain only a policy aspiration.
- It is suggested that there is potential for development of the Gatley Golf Club site, the land with easy access exists bounded by Bolshaw Road and Wilmslow Road

Response to comments

The distribution of the allocations proposed by the GMSF is established based on a clear site-selection methodology which demonstrates the proposed allocations to be the most sustainable to meet the identified gap in land required to meet future development needs. The impact of the proposals on the Green Belt has been assessed through a suite of evidence studies. The policy is worded so as to require development to be designed so as to minimise any adverse impacts on adjacent remaining Green Belt, including through use of suitable landscaping and buffer zones.

Brownfield land has been exhaustively examined for potential housing supply over the plan period, including the inclusion of the Former Nurses' Home and up to 5,000 homes in Stockport Town Centre in that supply. The scale of housing need in Stockport means that

expansion into the Green Belt is a necessity. The allocation will deliver both market housing and much needed affordable housing.

The policy requires that a minimum of 30% of the dwellings provided by the development, across a range of housing types, are affordable, including "all-age" affordable accommodation and at least 7 custom/self-build plots. These requirements is based upon evidence of need arising from the most recent Housing Needs Assessment for Stockport and of the viability of development of this site.

The policy requires that development protects and enhances biodiversity interests, including through implementing the strategic requirement from elsewhere within the GMSF to bring about an overall biodiversity net gain.

The policy wording has been revised to be clearer that a package of mitigatory transport interventions will be required for the development to proceed. The Locality Assessment prepared for the site shows that with such measures it is possible to mitigate its likely transport impact to within a less than severe level, including having regard to the cumulative impacts arising when other developments are taken into account, including those in Cheshire East . The site is well located to take advantage of proposed public transport infrastructure.

The policy includes a requirement that the development contributes towards infrastructure including additional school places and health provision to meet the additional needs it places upon such infrastructure.

Other concerns raised by consultees are covered by the policy or are covered by other policies within GMSF or other parts of the Local Plan. Some concerns are not within the scope of matters that can be address by a development plan or have been shown by evidence to not be an issue at this proposed allocation.

GM Allocation 41: Woodford Aerodrome (216 comments)

Comments received on the proposed Woodford Aerodrome allocation focused primarily on concerns relating to transport and in particular existing issues of congestion being worsened and the need for public transport alternatives to driving and on ensuring that new housing meets the local area's particular needs. With regards to the latter of these, the need for affordable housing appears of paramount importance to consultees but also the need to provide smaller housing to meet the needs of older people and young people/couples rather than larger family housing (in recognition of the changing demographics of the area).

As well as wide support for provision of affordable housing there was some support for this allocation in preference to others proposed in the revised draft GMSF because of the site being previously developed.

Principle / scale of development
• It is argued that an extra 750 houses would completely overwhelm and ruin the feel of Woodford village.
Housing (inc affordable housing)
• There is a need to ensure there is a mix of housing type and to plan for older people's housing • Many comments state that there is not enough affordable housing on the site ansd these should be low cost starter homes • It is argued that the design standards of the area will be weakened which is unfair on existing residents who bought into the garden village ethos. In the absence of sufficient evidence to justify it, the policy should not identify a minimum level of affordable housing provision in the site.
Employment and Economy
• The development will cause disruption to local businesses due to impact on infrastructure and transport disruption and many comment stated that there are no amenities or job creation sites in the locality to sustain an additional 750 homes • It is argued that this site would be a perfect site for an Industrial Estate to compliment Adlington Industrial estate and there were concerns that this plan would put the whole of the development in Woodford into the hands of just one developer.
Green Belt
• Many comments highlighted that the site provides a "green lung" between adjacent urban areas and that the cumulative impact with other Greater Manchester strategic sites will have a negative impact on Green Belt • Reduced green spaces such as that for recreation at Avro golf course effects wildlife and leads to poorer mental health and well being
Brownfield
• Many comments said that the focus should be brownfield sites and town centres. There were some supportive comments raised in relation to the allocation primarily overlapping the aerodrome and hence on brownfield land. • Development should, instead, be around existing sites in Stockport, which is in bad need of development and can more easily provide the affordable housing that the area needs.
Transport – Public Transport / Cycling / Walking/ Congestion
• Public Rights of Way and other paths should be provided to link in with the other routes that are coming through on the current build to take advantage of routes on the relief roads in the area. • It is highlighted that there is an absence of vastly improved inward train services from Poynton Station and Metrolink in the area. It is argued that a station should be built at

Woodford on the line between Adlington and Poynton and that there is a need for more buses • Many respondees commented about the congestion in the area with particular pinch points being the A555, Bramhall Land and A6 and Bonnis Hall Lane • The scale of the allocation is likely to give rise to traffic impacts on both an individual and cumulative level due to the proximity of the site allocation at the M56 via M56 Junction 5 and the M60 South-East Quadrant via the Gatley Crossroads. It is also argued that there is not enough access for the site, given the number of houses. • The airport should also be subject to requirements to insulate against aircraft noise.ont he site
Physical Infrastructure and utilities
• A large housing development such as the one put forward will make high demands locally on water supply, drainage and sewerage and the infrastructure proposals are not far-reaching enough given the cumulative impact from neighbouring development on infrastructure and key services
Social Infrastructure
• There is not enough school provision and health facilities currently and key services will struggle to deal with any increase in housing growth
Environmental – Green Infrastructure, Biodiversity, open space
• It is argued by many respondees that there is a need for more affordable environmentally friendly housing putting nature and our planet first and concerns over the potential loss of farmland and any future contribution to local food or renewable energy production • There are important views in and outside of the Peak District National Park and Alderley Edge that need to be afforded protection and there is an abundance of native trees, native hedgerows and ponds on the proposed site. In particular the site contains a pocket of deep peaty soil at the centre of the site. • The site should be amended to reflect the aims of the Greener GM Chapter in the GMSF and provision should be considered for new woodlands and other natural space
Pollution
• As a result of the development it is argued that there will be an increase in the level of emissions of greenhouse gases, more carbon released and more light and noise pollution in what is already an area of high pollution due to the A555.
Flood risk
• It is highlighted that surface water from the development will drain into Red Brook and the River Dean which may cause a flood risk downstream near the Deanwater Hotel and in Handforth. In response to this Sustainable Drainage Systems enabled street trees should be includedint he site • There were also policy suggestions raised relating to the Groundwater Source Protection Zone
Heritage
• It is argued by some respondees that development around the historic farms on Old Hall Lane would detract from their unique historic character as farm buildings and the boundary includes a grade II listed building

Further comments on the overall proposals for Stockport, including strategic transport interventions (279 comments)

Principle / scale of development
• The sites in the south of the borough are too far from the city centre or Stockport town centre to be regarded as sustainable
Housing (inc affordable housing)
• There was suggestion put forward that the site selection methodology is flawed and that certain sites should have been passed onto phase 2. • There were supportive comments regarding of apartments in the town centre • There was a call for more accurate housing/population projection figures and adopting realistic growth figures • More higher density development is needed particular near transport hubs • Pressure on the northern allocations could be relieved by the southern regions taking their 'fair share' of additional housing instead of being protected. • Volume house builders favour large new green field developments • The GMCA should also review what can be done to reduce the amount of 'land banking' • Affordable housing still deemed to be unaffordable to many people
Employment and Economy
• The overall quantum of employment sites required appears overly high
Green Belt
• There was support for the Green Belt additions and it was suggested that Mirlees fields should also be given Green Belt protection and the Adswood addition should be expanded • There was general concensus that there should be no Green Belt loss and particular concerns over the loss of Woodley's Green Belt • It was argued that the decision to alter the boundary of the Green Belt should be down to the relevant local authority and not at a strategic Greater Manchester level.
Brownfield
• More development should be focussed on the district centres and there were positive comments in terms of the planning for the reuse of brownfield sites and town centre regeneration
Transport – Highways / Public Transport / Cycling / Walking
• There is a need to reconsider access through Heald Green and protect playing fields • There were positive comments on proposal for an additional train station in Cheadle and a call for Metrolink in the district • Better highway infrastructure feeding the main arterial roads – A6. • A much improved and coordinated public transport system and more park and ride facilities with some incentive to use them needs to be in place. • The improved transport interventions need to be in place and working before any more housing is built. • The Bus Rapid Transit should not be in isolated roads but integrated into existing network • The Rapid Transit Busway should follow existing roads through Woodford, with minimal disruption to countryside, • Need investment in local train stations and train routes - more carriages at peak times from local stations and newer train stock • Welcoming new transport interchange at Stockport • Welcoming of the Marple tram-train line to connect to the Reddish South/Denton line • Improved cycle paths

- The proposal for tram-train on the routes to Marple and Rose Hill is welcome, though progress has been slow, provided adequate capacity is required. Similarly improved services on the routes to Hazel Grove and Buxton are urgently needed, but do not seem to be included.
- The strategic transport interventions are not ambitious enough
- Transport needs to be eco friendly
- The recommendations of the 2015 A6 Study have not been implemented in 4 years.
- Bus network for accessing the National Park should be promoted
- A comprehensive traffic management plan is needed for wider network

Physical Infrastructure and utilities

- Instead of adding more infrastructure to the area to support extra services, the focus should be on improving the services we do have, before determining if more services for the area is required.
- it is not clear that the necessary supporting infrastructure can be delivered and delivered in a timely fashion

Social Infrastructure

- Pressure on schools, distances already too far to travel
- Education and health facilities should be provided before the housing

Environmental – Green Infrastructure, Biodiversity, open space

- Need to recognise importance of food growing
- Don't remove bridal ways
- There are important views in and outside of the Peak District National Park that need to be afforded protection.
- Food production should not be ranked below recreation in the order of priorities.
- The black hole of a river gap compares very badly with the floral displays and feature waterways of other towns and cities.
- Protection of wildlife corridors and woodland

Air Quality

- Issues raised primarily with the Heald Green and High Lane allocation

Other

- 'Many of the key themes of the revised draft are very much aligned to the desires of our residents at the local level' (Marple Neighbourhood Forum)
- This consultation layout is shocking
- The GMSF needs to take account of neighbouring development in other boroughs

Response to comments

The policy wording has been revised to be clearer that a package of mitigatory transport interventions will be required for the development to proceed. The Locality Assessment prepared for the site shows that with such measures it is possible to mitigate its likely transport impact to within a less than severe level, including having regard to the cumulative impacts arising when other developments are taken into account, including those in Cheshire East.

Brownfield land has been exhaustively examined for potential housing supply over the plan period. The scale of housing need in Stockport means that expansion into the Green Belt is a necessity. The allocation will deliver both market housing and much needed affordable housing.

The policy requires that a minimum of 45% of the dwellings provided by the development, across a range of housing types, are affordable, including "all-age" affordable

accommodation and at least 11 custom/self-build plots. These requirements is based upon evidence of need arising from the most recent Housing Needs Assessment for Stockport and of the viability of development of this site.

The policy includes a requirement that the development contributes towards infrastructure including additional school places and health provision to meet the additional needs it places upon such infrastructure.

Other concerns raised by consultees are covered by the policy or are covered by other policies within GMSF or other parts of the Local Plan. Some concerns are not within the scope of matters that can be address by a development plan or have been shown by evidence to not be an issue at this proposed allocation.

3.2.10. Strategic Allocations in Tameside

There are 3 allocations in Tameside. There were 3,495 comments received in relation to the Tameside allocations.

GM Allocation 42 Ashton Moss West, Tameside (228 comments)

The majority of objections are in relation to the principle of Green Belt loss. Respondents have noted that the site serves a purpose in terms of local recreational space, prevention of urban sprawl and that development would result in the loss of a mature natural environment (peat), biodiversity and habitat.

Support has been shown for the redevelopment of brownfield sites in the first instance as a means to meet identified local housing need and to provide employment opportunities across Tameside.

Whilst many respondents raised transport and local traffic congestion and social infrastructure as key issues; both in terms of existing capacity as well as the additional provision which will be required; others have noted the sites proximity to the motorway network and key public transport provision and proximity to Ashton Town Centre. Air quality, pollution and flooding have also been identified as potential issues.

Principle / scale of development
• General objection to the proposed development. • Increase industrial allocation and extend employment use classes to include B1(a) similar to Alexandra Business Park. • Consideration for a mix of uses including residential and employment.
Housing (including affordable housing)
• Building new homes on the Green Belt is fundamentally wrong and will not solve the housing market crisis. • The housing target should be lowered until all alternative sites have been explored with the exception of Green Belt sites. • Support for the development of new homes on previously developed land and on vacant employment sites. • Tameside's affordable housing need can be met through the compulsory purchase of vacant homes and by funding to improve existing homes. • Residential development at 'Market Street' and on the former Robertson's Jam site is enough. • Proposal does not support the objective for sustainable affordable housing and there is concern that the proposed residential development on this site will not provide homes for households on low incomes and first time buyers. • Development will affect local property prices. • Distribute new homes across the borough to take advantage of existing infrastructure and put new infrastructure in place prior to the construction of new homes. • Some support for additional new homes and in particular affordable environmentally friendly new homes close to the motorway network.

Employment and Economy

- Loss of wildlife and habitats, acceleration of climate change, noise, light, pollution and decrease in air quality, increase in traffic and congestion and the impact of access arrangements, house prices, operating hours and privacy on adjacent residential properties.
- No guarantees as to which businesses will occupy the site in the future and the potential impact that employment development will have on existing local businesses.
- Employment development will have negative impact on traffic/ highways infrastructure particularly at peak times around Manchester Road and M60. There wil also be a negative impact on neighbouring property during the construction phase.
- No guarantee over what businesses may occupy the site and sceptical that jobs and training will be delivered as a result of the proposed development.
- Floorspace figure does not provide an indication of the number of new jobs that will be created. Economic ambitions should be realistic and not require development of Green Belt.
- There is objection to the loss of stables on site as a result of employment development.
- New businesses should be encouraged to locate within town centres, utilise empty property and brownfield land in the first instance and redevelop and invest in existing industrial estates such as Shepley.
- Former Robertson's site could be used for employment.
- Existing local businesses will be negatively affected by the proposed development (traffic/roads/construction).
- Some support for land to provide for economic development and job creation for local people.
- Delivery of 175,000 m2 of employment use with associated infrastructure in a sustainable location with access to motorway network, public transport and infrastructure is in close proximity to Snipe Retail Park and an established employment area and will therefore create a logical extension to the urban area and deliver a well-connected business park which will support communities with economic activity and be able to compete at a GM level.
- Proximity to Plot 3000 has potential to deliver a range of employment uses across both sites, thereby increasing the employment offer in East Manchester.
- Investment is required to attract business and jobs for local people – 90% of Tameside residents commute out of the borough for work.
- Development of the site will require master planning with a focuses on the transition/buffer between existing residential properties and the proposed employment development and sufficient off-road parking.
- Policy should be clear that town centre use are not appropriate on this site and will need to have regard to the Plan's retail and town centre policies.
- Support for additional employment/jobs in the area given the number of businesses that have closed in Ashton-under-Lyne town centre. Additional employment land will support and incentivise additional residential development within Tameside.

Green Belt

- The majority of respondents objected to the loss of Green Belt land and the allocation GM-A44 in particular, supporting the sites retention in the Green Belt and its ecological enhancement.
- Allocations should not contradict GM wide policies - particularly Green Belt which is seen as the easy option for development but prevents urban sprawl
- Proposed development would result in substantial harm and loss of the only Green Belt in the area and will not constitute very special circumstances.

Brownfield
• Much support for a brownfield first approach to the development of new homes and employment. Demand for new homes and employment land should be confined to existing brownfield sites given that there are sufficient sites to meet need with a number of alternative brownfield sites identified for redevelopment. • Not all brownfield land has been identified on the Brownfield Land Register..
Transport – Highways / Public Transport / Cycling / Walking
• Transport remains a key area of concern should development of the site for employment and/or residential come forward. • Traffic congestion results in roads being at a standstill during rush hours and gridlocked at weekends. Congestion extends into Ashton-under-Lyne, towards Manchester via Manchester Road and Droylsden, on the M60 and M67 and across Tameside. • Development will have a knock-on impact on existing businesses leading to a possible reduction in revenue. • Concern that roads are dangerous for families to walk beside and for horse riders to use. Additional concern over the national increase in the number of RTAs between vehicles and horse riders. • Development will put unsustainable pressure on existing roads, raise air pollution and increase the number of cars and HGV's in the area and those using public transport including the Metrolink. • Concern over the loss of local recreational space particularly for those with mobility issues and access to alternative recreational spaces e.g. Daisy Nook. • Metrolink has had a negative impact on local businesses and jobs as it provides easy access into Manchester. • Support was noted for ther sites proximity to Junction 23 M60, access to public transport (rail, bus and metro link stations) and ongoing investment in the Transport Interchange in Ashton-under-Lyne town centre.
Physical Infrastructure and utilities
• Concern that existing local infrastructure and amenities are at breaking point and will not be able to support an increase in demand resulting from the proposed development. • There was some support for employment use of the site and that there is existing infrastructure in place..
Social Infrastructure
• Although the site's proximity to Tameside Council Offices and colleges has been acknowledged there remains concern that existing social infrastructure including hospitals, GP surgeries, healthcare providers, schools and public services are over stretch/ oversubscribed and will not be able to support an increase in demand resulting from the proposed development. • Concern that deficiencies in social infrastructure have not been addressed as part of the allocation and that investment is required prior to development of site. • Concern that residential development and resultant increase in population will put additional strain on public services such as school/ GP and hospital places and waiting times.
Environmental – Green Infrastructure, Biodiversity, Open Space, Recreation
• Allocation site noted for being a free, accessible and mature greenspace which provides a habitat for diverse range of wildlife and a recreational function for the local community. • Allocation will contradict greenspace strategy. • Site is grade 2 agricultural land and includes farms, fields and stables rich in underlying peat/ deep peaty soils/ peat and should be safeguarded, restored in line with Draft GMSF Policy GM-G 10 Net Gain Enhancement of Biodiversity Point 8.

- Much of Ashton Moss has already been subject to development of approx. 200 acres of land for retail and leisure uses. Allowing additional development would further reduce Green Belt in the area.
- Development of site would have a negative impact on mature natural environment with loss of biodiversity, habitat and ecology (wildlife/ animals/ birds/ plants/ protected species). Habitats and wildlife are starting to recover following the development of the M60 and Ashton Moss.
- Limited amount of greenspace in the area should be protected and not sold off by the local authority.
- Limited amount of greenspace between Manchester City Centre and Ashton under Lyne and is more important than employment.
- Site provides access to the countryside and recreational uses including informal play, walking, cycling and horse riding.
- Scenic, safe, non-motor vehicular route between Richmond Street Cricket Ground and Sandy Land.
- Concern over the loss of horse stabling and grazing land and general loss of local amenity
- Loss of site may impact on access to recreational space by those with low mobility.
- Need to review Natural England's advice on protected species.
- Site would be more suitable as a park with interpretive centre and as a gateway to the Pennines.
- There was support for the retention and enhancement of greenspaces including a fund to maintain the landscape and ecosystem and also a masterplan that includes Green Infrastructure to secure biodiversity
- It was noted that development will not impact on Daisy Nook which is an essential recreational space for residents and that existing footpaths and a bridle paths will be retained.
- There was also support for a landscaped buffer between existing residential properties and proposed footpath/cycle path/development.

Air Quality (including climate change and pollution)

- Existing Air Quality Management Area to south and west of M60/A6140.
- Retention of greenspace assists in reducing pollution levels and provides local recreation space which avoids the need to travel thus reducing the level of pollution from motor vehicles.
- Development will result in an increase in traffic and congestion that will contribute towards global warming through an increase in CO2 and greenhouse gas emissions. Development and urbanisation also contributes towards changes to weather patterns including wind and flooding.
- Insects are dying due to pollution.
- Development will result in an increase in pollution (including noise and light) and a decrease in air quality.

Flood risk

- A number of issues were highlighted in relation to flood risk due to the sites composition as a moss/peat substrate overlaid with imported material following construction of M60 and Ashton Moss.
- Water table has risen following the construction of the M60.
- Existing drainage issues on site with attenuation ponds, ditches and drainage channels.
- Concern that development will increase flood risk.

Heritage

- Development will obscure views towards Hartshead Pike.

Other (including viability, town centres, health and wellbeing)

- Support for the relocation of business to and the redevelopment of town centres, including reuse of empty property for residential use given the closure of businesses and shops.
- Questioning whether the redevelopment of the site is commercially viable given the site is a former landfill site and peat bog and would this result in additional non-commercial uses required to bring site forward?
- Object to Government standard methodology for assessing Local Housing Need and GM objectively assessed need for employment land
- Object to the use of the 2014 household projections, as set out in the 2018 Standard Methodology for Assessing Local Housing Need, rather than the 2016-based household projections.
- Masterplanning exercise to include phasing strategy including the Stockport sites.
- Reduce plan period/housing target in line with amount of identified brownfield sites.
- Future consultation on the GMSF should be extended to include direct correspondence with neighbouring properties.
- Topography of site is challenging with a significant part of the site subject to imported material from the excavation material from the M60. Development in this location will require remodelling/ ground remediation and is not suitable for standard building techniques.

Response to Comments

The case for exceptional circumstances are set out for the Green Belt as a whole and the specific case for this site within accompanying topic paper.

The site has been identified for employment uses only and does not propose residential development or set a housing target. Policies need to be read across the plan as a whole.

The use classes considered appropriate are set out within the policy, which identifies 160,000 sqm of employment floorspace, primarily within the E(g)(ii), E(g)(iii) and B2 use classes. This additional floor space could be utilised for grow on space for existing businesses or to accommodate inward investment. Employment, education and training opportunities are required to be available for residents within the local area.

Policy requires a comprehensive masterplan, phasing strategy and design code developed through engagement with the local community, Council and other appropriate stakeholders. In addition the character of and interface between, new and existing development including the setting of heritage assets and surrounding residential dwellings and gardens, are sensitively designed and acknowledged by development proposals.

Policy recognises the need to protect and enhance key landscape and ecological features including trees and woodlands, watercourses and ponds and a Preliminary Ecological Appraisal has been undertaken. Moreover policy GM-G 9 covers the concept of net enhancement of biodiversity and geodiversity. Public rights of way, sustainable travel routes, enhancement of connectivity and the setting aside land for a range of public open spaces are also identified within the policy.

Policy requires the provision of developer contributions toward transport infrastructure as deemed appropriate and a Locality Assessment has been undertaken to asses impact on highway infrastructure and set out mitigation options. Policy recognises the presence of an air quality management area to be considered through the masterplanning process, more over policy GM-S 6 covers the concept of clean air.

Policy recognises the need for development proposals to be informed by a detailed earthworks and remediation strategy and a Preliminary Geotechnical Report has been undertaken. Moreover Policy GM-G 9 recognises that a limited amount of development on agricultural land is necessary, alongside requiring appropriate assessment.

A level two Strategic Flood Risk Assessment has been undertaken where relevant across the plan and policy identifies that a site wide drainage strategy will be needed, incorporating sustainable urban drainage systems. Moreover Policy GM-S 5 covers the concept of Flood Risk and the Water environment.

A viability assessment has been undertaken and the site shown to be viable.

GM Allocation 43 Godley Green (1,097 comments)

The majority of objections were concerned with three key themes Green Belt loss; transport issues; and the provision of social infrastructure. The principle of Green Belt loss was objected too for a wide range of reasons, ranging from coalescence of Godley, Hattersley and Hyde, visual impact, loss of land for recreation purposes (specifically for horse riding and walking) and the impact upon ecology.

Transport issues included existing highway congestion around Hyde, Mottram and the M60/M67 motorway network; and inadequate and poor quality public transport. This issue of increased congestion was generally linked to a worsening of the existing air pollution problem and this was further linked to the negative impact on respiratory health.

Social infrastructure (education and health) was an area of great concern, with many respondents highlighting current inadequacies and the lack of proposed new provision. Across the board there was a general theme that a broad range of infrastructure improvements needed to take place before any additional development was carried out, particularly around implementation of a Mottram Bypass.
Other key themes that emerged from the responses were: the failure to identify and prioritise brownfield development (with numerous sites given as example); the focus on the Hyde area for new housing development, the perception that the amount of housing identified in the plan for Tameside significantly exceeded the amount required during the plan period (2,790 units vs 1,542); the negative impact on wildlife and habitat that the proposal would have; and having a focus on town centre residential led regeneration

Principle / scale of development
• Highlights the disproportionate level of development proposed for Hyde with a cumulative impact from the GM-A44 proposal and that Tameside are 80% over the housing quota required by the GMSF. • Size of the development proposed is inappropriate for the area. • Concerns expressed about the ability of developer(s) to deliver the 2,350 dwellings identified over the pan period given the complexity of site ownership, constraints, and the preparatory work and infrastructure required. • That Godley Green Garden Village only scored moderately against the site selection criteria was highlighted against the fact that better performing sites have been discounted and removed from the plan. • Support for the proposed allocation alongside the existing Hattersley Station as it will promote stronger communities in a countryside setting with facilities and infrastructure to sustain the development. • The Garden Village is the only viable way to meet local housing needs well beyond the plan period whilst acknowledging that the site would only be likely to deliver a larger number of dwellings in the second half of the plan period. • Site is considered available with a clear commitment from landowners who own the majority of the site following signing of a draft MoU. • Expected that landowners will enter into a formal partnership ahead of adoption of the GMSF and any planning application submission. • The suitability of the site has been established through the use of site selection criteria; although it is recognised that only part of the site was subject to the planning constraints assessment. • Analysis of the site constraints has allowed a set of design principles to be established in order to deliver a Garden Village.

Housing (inc affordable housing)
• Acknowledge that new homes, including affordable, are required to meet local need, but object to loss of Green Belt. Furthermore, some did not accept the severity of the housing shortage and did not want it to be used as justification for Green Belt development. • Many quotes of government ministers on local housing need and targets highlighting Green Belt as a constraint that could reduce the housing target. • Claimed the housing numbers are unjustified and overestimated and submitted alternatives to the requirement, concluding that the housing target is too high, based on out of date ONS data and does not take into account the EU referendum and the effects of Brexit and therefore the proposal should be deleted. • Affordability of proposed housing questioned - the homeless and those on low incomes will not benefit from the proposal. Executive homes are not required as this this focus means more affluent people who are likely to commute. • Only a low proportion of affordable housing is identified as part of the proposal and the precise number is not stated in the policies. Suggestion that developers will control the level of affordable housing delivered. • Parts of Godley Green could be used for affordable housing while other parts remain as Green Belt. • Suggests that because of topographical and landfill constraints that the density of development would be high and not executive homes as proposed. • Housing needs to be a 50% mix of social with a range of purchasing options. • Existing housing development being built in Hyde and across Tameside is not selling and the high number of properties available locally indicates there is not local housing need. This is compared to Romiley where house demand and prices are higher. • There should be greater emphasis on regenerating Hattersley. • The Garden Village must live up to its billing. It must feature housing of every size and tenure, including homes for social rent and shard ownership. • Any large scale housing project also needs to exceed current building regulations to address environment concerns. • Points out that the predicted demographic change shows that Tameside needs additional housing for single people and the elderly, who progressively require increased care and that building on Godley Green will not provide suitable housing. • It is considered that criteria 4 of the site specific policy should not make reference to making use of the most up to date HNA and that this should be worded more closely with other GMSF site policies which reference to incorporating a broad mix of housing types and tenures to provide sufficient control and flexibility for future development. • It is considered that criteria 5 of the site specific policy could be merged with criteria 4 given that custom and self-build units are different types of dwellings. • Support for additional housing as this will assist in meeting the full range of housing needs identified in the Tameside. The area desperately requires a greater diversity of available homes – lack of choice forces people away from the area. • The phasing in 2 villages, with clear methodology of tenure and property mix, good design, identity and need for a focal point or community hub with retail are strongly supported because it allows allow providers to plan and phase developments to ensure lettings or sales demand match any proposed build rate, thereby avoiding risk of a 'ghost town' with over-supply in one location. • A unique opportunity to create quality, eco-friendly housing with excellent public transport links. • Site is considered to be in a suitable and viable location for large scale housing which can deliver a significant proportion of the Council's housing need through a high quality development that reflects garden village principles.

- While there are a number of site constraints, it is considered that there are none that could not be overcome through further detailed design work and or mitigation measures.
- The detailed wording of site specific policy for Godley Green is broadly supported by the landowners and is considered to be a suitable mechanism from which future development at the site can be assessed.

Employment and Economy

- There are limited employment opportunities in the local area and this fact increases the need for people to travel to access employment.
- Too much office space has been identified for the growth that will take place over the plan period.
- Criteria 9 of the site specific policy for Godley Green is supported in so far as it identifies the role of two villages each with a local hub, however it is felt alongside community and retail facilities, other uses should also be considered in the interests of flexibility, these could include residential development such as flats above retail units and other main town centre units at a scale to serve the needs of the proposed communities.
- Development will result in a loss of equine related jobs, including those within the supply chain, this is estimated to be 100.

Green Belt and Green Belt Additions

- Loss of Green Belt – leading to coalescence of settlements, encroachment into and suburbanisation of the countryside, urban sprawl, and harm to the rural economy, loss of residential amenity, harm to habitat and ecology and loss of a resource which provides great public benefit.
- The proposed change in Green Belt designation is driven not by the need for housing, but by developer demand because it is more profitable to develop than brownfield sites.
- Highlights the GM Green Belt Assessment conclusion that the site's role was strong and exceptional circumstances are not justified for its release. This was also used as justification for the release of other less well preforming areas of Green Belt for development.
- Continued Government commitment to Green Belt.
- Queries where the evidence is that the Council has considered all alternatives before identifying Green Belt for development.
- Retaining it as such would help to drive urban regeneration.
- Highlights the intended long term nature of the Green Belt designation.
- The loss of Green Belt is linked to increasing obesity and mental health issues.
- Green Belt additions are questionable and do not fulfil the purposes and do not compensate for the loss.
- Consider that the sites contribution toward the Green Belt purposes is less than as set out through the appraisal. Against purpose 1a and purpose 3 it is considered to be moderate as opposed to strong.
- Agree with the criteria which have been used to assess Green Belt parcels, the site selection methodology in general and that parcel meets criterion 1, 5 and 6.
- Considered that the site also meets criterion 7 as it provides the opportunity to diversify the housing market, contributing toward northern competitiveness.
- Agree with additions to the Green Belt in Tameside at Mottram, Broadbottom and Hyde and for removing the previous allocation 'Mottram M67' proposed within the 2016 draft plan.

Brownfield

- A brownfield first approach and town centre regeneration was supported as the focus of the plan and as an alternative to Green Belt release.

- The industrial legacy of the North West was highlighted alongside the opportunity this presented for the re-use and/or CPO of brownfield sites, vacant and derelict properties. Many were specifically identified and proposed for affordable housing as they are better located to take advantage of existing infrastructure.
- Opportunities for relocation of businesses and services were identified in order to open up opportunities for residential redevelopment in and around Hyde town centre, including along the canal and incorporating a canal basin.
- The need for an up-to-date and comprehensive Brownfield Land Register was highlighted as thousands of homes could be delivered on brownfield sites.
- Jonathan Reynolds is quoted as stating that all of the 11,200 dwellings required for Tameside could be accommodated on brownfield.
- The drop in the housing to be delivered in Tameside since the previous consultation maintains the contribution from Green Belt at 25%. Therefore there is not a brownfield first approach as promised by the Mayor of Greater Manchester.

Transport – Highways / Public Transport / Cycling / Walking

- Current traffic issues highlighted, particularly congestion on the M67/A57 Hattersley/Mottram and Denton Island, M60 J23 to J4 and the A560 towards Bredbury. Existing highway infrastructure will not be able to support potential increase in traffic arising from development and no new infrastructure has been identified and no traffic modelling has been carried out.
- Mottram/Hollingworth bypass will be a priority to support the delivery of residential development to the east of Hyde. Consideration should be given to the cross boundary highway matters with Stockport.
- Congestion will force people to cut through Gee Cross to get to Stockport.
- Sufficient off road parking needs to be made available.
- Road safety is an increasing issue for all road users with increased levels of traffic will make it more difficult for pedestrian movement and for horse riders to cross Stockport Road.
- General lack of public transport, particularly on weekends.
- The current rail network is overstretched, poor quality and standing room only during rush hour from Hattersley and it is only good for accessing Manchester.
- Rail network would be negatively affected with the proposed Gamesley station and new housing being delivered in Glossop being identified as contributing factors.
- The capacity of the service should be increased today and it was questioned how the proposed move to tram/train would increase capacity.
- Can the Piccadilly-Marple Rose Hill line be adapted to Metrolink as it is not electrified?
- Sceptical about the delivery and investment required to improve the local rail network to support an increase in local population.
- Network Rail highlight the need to understand the impact the increase in development will have at Hattersley Station and whether there is an opportunity through developer contributions to improve existing facilities at the station.
- Hattersley train station would have to be significantly redeveloped.
- Physical constraints of the rail network were highlighted which would prohibit increasing rail services.
- It is a false assumption that all future residents will be commuting into Manchester by train.
- Funding has not been identified in relation to improving public transport matters including tram/train and additional rail capacity.
- Loss of public rights of way is highlighted as a major concern. The area's used by cyclists, runners and walkers and the existing PROW must be retained.
- Friends of the Trans-Pennine Trail highlight that the TPT is not shown on the site plan and that non-motorised users are low down on the list of priorities. The route currently

uses Green Lane and the proposal presents the opportunity to re-route the trail as part of the Garden Village proposal. This is shown on an attached map.

- Proposed bridge between Godley Green and Hattersley Station will not be sufficient to support 4,000+ additional cars.
- Transport plans need to be much more advanced before any consideration is given to redeveloping Green Belt - suggested improvements - 'smart motorway' between Jun 4 - 24 M60, tram/train service on Glossop and Marple lines, Woodley Station improvements to include extending operating hours, additional carriages during peak hours and additional parking at stations.
- Ashton Moss is supported as much better and well connected location for development.
- Stalybridge should accommodate major new residential development given the proposed extension of Metrolink from Ashton identified in the TfGM strategy, alternatively Metrolink could be extended to Hyde.
- The site is well connected to Manchester city centre with the Glossop line accessed via Hattersley station (although acknowledged that it is not currently accessible from the site), providing services every half hour. The A560, along which bus stops are located, provides connections to nearby settlements. The M60 motorway is also within proximity. The site has the benefit of good local networks, cycle routes and rail links.
- A transport strategy is currently being developed to ensure that future residents have a genuine choice in the way they travel within and from the site.
- Vehicular access will be taken from Mottram Old Road along the southern boundary and direct links to Hattersley station via a new pedestrian/cycle bridge.

Physical Infrastructure and Utilities

- Highlights that the population of Tameside has been stable for decades and actually declined over the last 40 years - concludes that the existing infrastructure/utilities is designed to cope with a stable population. Suggests that the GMSF doesn't recognise this.
- Lack of supporting infrastructure and new infrastructure needs to be put in place prior to development.
- Concerns about drainage/sewerage - United Utilities should be further consulted.
- Electricity supply is already overstretched and sewage treatment works are already working to capacity.
- Criteria 10 of the site specific policy should recognise that some required infrastructure and facilities may be provided on site and that the wording of the policy should be amended to allow the contribution to, or provision of, the necessary infrastructure and facilities.
- Current capacity of local systems is unknown at the stage although any application will be informed by an appropriate utilities assessment to fully understand future requirements, capacity and connection points.

Social Infrastructure

- Highlights the existing strain on schools, community facilities, health infrastructure and there has been no consideration of how they cope with the influx of new residents and there are no plans for new facilities or services.
- Parents already have to send their children outside of the borough because of a lack of school places.
- There is a lack of post 16 year old's provision and youth services in Hyde.
- Careful consideration must be given to school places — including a likely new primary school being built.
- The Garden Village will contain two village centres providing a community with services, facilities and infrastructure.
- Welcomes the recognition given to the need to provide contributions toward education infrastructure through the policy.

Environmental – Green Infrastructure, Biodiversity, open space
• Highlights existing land use as agricultural the development of which will mean loss of agricultural land, food production and jobs. • The area contains ecosystems recognised as being of environmental importance and includes a wide variety of species including: Great Crested Newts, bats, deer, foxes, rabbits, hedgehogs, hare's, along with numerous species of wild birds, invertebrates and insects (1200 species identified, 60 of these are protected). • The proposal cannot claim to protect the environment as it would lead to the loss of SBIs, Ancient Woodland and protected trees and destruction of a wildlife corridor whilst creating a monotonous landscape. The areas of Ancient Woodland and other environmentally protected assets should be retained and protected. • Although biodiversity net gain was a concept little understood and received with scepticism given the proposed loss of green space. There is support for the enhancement of Green Infrastructure, Deciduous Woodland Ancient & Semi-Natural Woodland, Priority Ponds and Protected Species and retention of the existing Deciduous Woodland Priority Habitat alongside recognising the presence and sensitive nature of Ancient and Semi-Natural Woodland at Brookfold Wood and Priority Ponds within the site boundary. • Developing the area would lose the valued, accessible, public open spaces that contribute towards wellbeing and are used by residents and visitors for walking, running, cycling and horse riding. • The proposed residential development will spoil landscape character and views. • Godley Green provides an important wildlife and recreational link between other green spaces - Goyt/Etherow valleys, Peak Forest Canal, TPT, Idle Hill and Werneth Low. • The whole site should be enhanced with new hedges and trees. • Don't allow the properties to encroach to close/overshadow the old Apethorn to Godley Railway Line which is now a linear bridleway/walkway and wild life corridor and joins with the two woodlands. • The proposed allocation is the only area that offers the opportunity for children, from low income families, to have contact with nature and get fresh air. • The green infrastructure map published does not include Godley Green and should be updated to reflect the current contribution the site makes. • Request that an appropriate ecological assessment be undertaken • Woodland Trust object to the inclusion of areas of ancient woodland within sites such as Godley Green which is allocated for development as their inclusion is likely to cause damage and or loss to areas of ancient woodland within or adjacent to boundaries. To do so is considered unsound and Godley Green should not be taken forward. • Effort should be made to identify potentially unmapped ancient woodland affected by site allocations. • Highlights that the proposed 32% green space would not be accessible as it is undevelopable land and that valuable green space would be lost. • Support 2019 Draft GMSF Policy GM-A43 - Garden Village principles, sustainable development and enhancing and protecting open space. • Project ecologists have been appointed to undertake a comprehensive series of surveys to identify the ecological potential of the site. • The site masterplan has been developed and designed to retain known or potential habitats and species of conservation interest as far as practical. • Natural England's agricultural land classification map for the North West identifies that the site comprises grade 4 agricultural land and as such is of a poor quality. Loss of the agricultural land is not considered to impact the suitability of the site for development.

- As the site is largely undeveloped, the risk of contamination is considered to be low, an environmental assessment will be undertaken to confirm this.
- The site is known to contain a historic inert landfill and work is ongoing to identify a suitable remediation strategy. Risk from contamination is generally considered to be low to moderate and mitigation measures will be explored through the planning application process.
- Intends to provide a generous proportions of public open space within ten minute walk times of both proposed and existing residential areas.
- Intends that development will form a positive relationship and integrate with the landscape in a complementary manner.
- Intends there will be a new network of high quality and diverse public spaces, linked by the existing landscape and a safe network of cycle ways and public footpaths.

Air Quality

- Air pollution is a significant issue and linked to poor respiratory health, this would be exacerbated by additional development and the traffic generated.
- Air quality will be worse for the children at Alder, Holy Trinity, Dowson and all other schools on the A560 and A57.
- Highlights that rainwater testing has shown high levels of acidity and that further testing has shown that the levels are increasing.
- Tameside and Glossop have a high death rate for heart disease caused by vehicle pollution; reducing pollution should be a priority alongside planting woodlands.
- The proposal, given the longevity of its physical development, will conflict with the aim of providing a healthy community and minimising negative health impacts because of the additional pollution and stress it will cause.

Flood risk

- There is already flooding in the area and ground is generally waterlogged with a high water table.
- The land has many 'issues' which along with excessive run off water would present a significant risk to lower lying properties in Hyde.
- The importance of the area for absorbing rainfall, drainage and preventing flooding was highlighted – this would be lost if the area was developed.
- Werneth Low is an upland habitat and the source of a large amount of rainwater runoff - the drainage system is already unable to cope with heavy rainfall.
- Highlights drainage and flood management issues and it is unclear how the proposed SuDS will be implemented.
- Environment Agency flood risk map indicates that the site is located entirely within flood zone 1, denoting a very low probability of flooding from rivers and seas. Small areas of the site are at high, medium and low risk from surface water flooding. Therefore it is not considered that flood risk is a constraint to the development of the site.
- Environment Agency mapping of possible reservoir failure risk shows the site to be outside flood extents.
- At the application stage the proposal will be supported by an appropriate flood risk assessment and drainage strategy.

Other

- Disagrees with a growth based approach that does not equally take into account the quality of life of existing residents and wider environmental concerns.
- Timescales seem laudable - long term ambition, but there are negative consequences: such as the over-inflation of figures to allow for increased flexibility.
- The proposal does not meet the national criteria for Garden Village, which explicitly highlights a continued protection of the Green Belt.

- There is no recognition of the established horse riding community within the area and where they will be displaced too. The development would mean less stabling in the area and restricted opportunities for horse riding.
- The village of Gee Cross would cease to exist along with a lot of local history.
- The allocation contradicts the policy objects contained within the spatial framework and does not meet its stated intentions/aims.
- The need for town centre regeneration was highlighted, specifically in relation to Hyde, which is generally seen as a declining, run-down ghost town that has lacked long-term investment.
- Noise, anti-social behaviour and crime issues existing may be exacerbated and police and emergency services are already stretched.
- Quietness and views would be affected.
- Land with existing planning permissions should be developed first.
- There is insufficient information at this stage to see how the site will deliver on the claims of being sustainable.
- The area is well sought after because of its green semi-rural characteristics.
- No evidence provided that local authorities have acted in-line with the 'duty to cooperate'.
- There would be an impact upon Hyde and Hatterlsey in terms of affect upon sense of place.
- Town centre regeneration should be encouraged by providing free car parking, incentivising investment in vacant and dormant property.
- Garden Villages are expected to be locally led, but the approach from the Council has been not to actively consult with local residents and there has been no early engagement with the community.
- Consultation process lacked transparency and local community involvement in a proactive way and the process has been landowner and developer led.
- Public consultation had not been publicised enough, there were a lack of site notices and consultation events were held at inconvenient times.
- Public consultation is not long enough to fully consider impact of proposed allocations.
- If it is to go ahead it should be fully-eco development.
- It must be clearly explained to the public that a development like this is ambitious and will take more time to develop that traditional developer led estates.
- Highlights the importance of providing local services, retail, leisure and entertainment facilities and it is false to assume that the proposed village will be self-contained in providing these needs.
- There are large areas of mine working within the site - this presents a risk.
- Suggest that the agenda is developer driven and that they are profit driven and have a preference for green field sites.
- The site is undervalued for its current contribution to leisure and tourism and for its role in social and physical wellbeing. The proposal will reduce the opportunities for people to be connected with nature.
- Contends that the policy wording relating to the sensitive design of the proposal around existing dwellings is inappropriate. There has been little or no effort to communicate with residents and a complete lack of empathy and therefore the policy wording sounds hollow.
- Particularly supported if Garden Village principles are fully implemented.
- Support 2019 Draft GMSF - agree with the principle of a strategic plan for Greater Manchester and individual boroughs.
- A sensible proposal that should work as long as all the points in the proposal are implemented and sufficient and appropriate shops are available on site.
- A number of landowners who collectively own the majority of land within the allocation have signed a memorandum of understanding.

- It is considered that the site can be viably developed and there is sufficient headroom in the development to generate a developer profit and sufficient value to incentivise the landowners to promote their land. The site also benefits from Housing Infrastructure Funding which means Godley Green has undergone financial review by Homes England resulting in a positive outcome.

Response to Comments

The case for exceptional circumstances are set out for the Green Belt as a whole and the specific case for this site within accompanying topic paper.

The policy identifies potential to deliver around 2,350 new homes, higher densities of residential development around Hattersley station and the two village hubs, and be across a range of types and tenures in accordance with the most up to date assessment of housing need. Moreover policy GM-H 2 covers the concept of the affordability of new housing.

The site does not set the housing target, nor consider the spatial distribution of development. Policies need to be read across the plan as a whole. Land supply is set out within the accompanying topic paper, available via Mapping GM and the Council will continue to review and update its Brownfield Land Register.

The development of a masterplan, phasing strategy and design code through engagement with the local community, Council and other appropriate stakeholders is required. In addition the character of and interface between, new and existing development, including the setting of heritage assets and surrounding residential dwellings and gardens, particularly those within the site, are required to be sensitively designed and acknowledged by development proposals. An Historic Environment Assessment of the site has been undertaken and the Policy requires an assessment of archaeology.

Policy identifies potential to deliver development that is energy efficient and resilient to climate change using zero carbon and energy positive technology. Moreover policy GM-S 2 covers the concept of carbon and energy.

Employment, education and training opportunities are required to be available for residents within the local area. The Policy requires appropriate contributions toward education, health and other infrastructure and setting aside of land unless not required. Policy also sets out delivery of flexible workspace and fibre to the premises to support home working. Policy requires an integrated and co-ordinated approach to infrastructure to support the scale of the whole development including for utilities provision.

Policy requires the provision of developer contributions toward transport infrastructure as deemed appropriate and a Locality Assessment has been undertaken to asses impact on highway infrastructure and set out mitigation options. Moreover, policy GM-S 6 covers the concept of clean air. Policy identifies the need for highways to accommodate bus routing and provision of services within early development phases whilst also identifying a multi user bridge to connect to Hattersley to enable train station access. GM Transport Strategy Delivery Plan identifies options to deliver metro/tram-train service on the Glossop line.

Policy recognises the need to protect and enhance key landscape and ecological features including trees and woodlands, including ancient woodland, other mature trees and hedgerows, cloughs, watercourses, ponds and Sites of Biological Importance and a Preliminary Ecological Appraisal has been undertaken. Moreover policy GM-G 9 covers the concept of net enhancements for biodiversity and geodiversity. Public rights of way,

the Trans Pennine Trail, sustainable travel routes, enhancement of connectivity and the setting aside land for a range of public open spaces are also identified within the policy.

A level two Strategic Flood Risk Assessment has been undertaken across the plan and policy identifies that a site wide drainage strategy will be needed, incorporating sustainable urban drainage systems. Moreover Policy GM-S 5 covers the concept of flood risk and the water environment.

A viability assessment has been undertaken and the site shown to be viable.

GM Allocation 44: South of Hyde (1,807 comments)

The majority of objections were concerned with three key themes: Green Belt loss; transport issues; and the provision of social infrastructure.

The principle of Green Belt loss was objected to for a wide range of reasons, including its role in preventing urban sprawl and preventing the coalescence of settlements through to its perceived value as a wildlife habitat and area for recreation. Transport issues included existing highway congestion around Hyde and the A560/M60/M67; inadequate and poor quality public transport, inadequate and poor quality walking and cycling infrastructure. This issue of increased congestion was generally linked to a worsening of the already existing problem of air pollution and this was generally further linked to having a negative impact on respiratory health. Social infrastructure (education and health) was an area of great concern, with many respondents highlighting the inadequacies and shortages in the current level of provision. Across the board there was a general theme that a broad range of infrastructure improvements needed to take place before any additional development was carried out. Other key themes that emerged from the responses were: the failure to identify and prioritise brownfield development (with numerous sites given as example); the focus on the Hyde area for new housing development; the perception that the amount of housing identified in the plan for Tameside significantly exceeded the amount required during the plan period (2,790 units vs 1,542); the negative impact on wildlife and habitat that the proposal would have; and having a focus on town centre residential led regeneration

Principle / scale of development
• A disproportionate level of growth focused on Gee Cross. • Smaller development sites distributed across the region to ease the burden on the Green Belt. • Argument for the removal of the site because Godley Green is sufficient alone to meet housing need. • The site on its own cannot address the shortfall in housing supply in the early plan period therefore other small sites are needed. • The site selection process is not clear or transparent and underlines a potential major challenge to this policy. • Support for planned development with well thought out infrastructure as opposed to ad hoc small developments. • The site boundary is well defined by natural features and provides a natural and effective boundary between development and countryside. • Boundary amendment requested with the inclusion of the land at Hilda Road - this provides site access to the A560 from Bowlacre.
Housing (inc affordable housing)
• General acknowledgement that there is a need for new housing, but development of the Green Belt was not supported. • Many quotes of government ministers on local housing need and targets highlighting Green Belt as a constraint. • Claimed the housing numbers are unjustified and overestimated and submitted alternatives to the requirement, concluding that the housing target is too high, based on out of date ONS data and does not take into account the EU referendum and the effects of Brexit and therefore the proposal should be deleted. • Asks why sites identified in the 2016 housing land baseline have been removed. • Tameside, unlike Stockport Council, has failed to persuade neighbouring districts to take any of GMs housing need.

- Several alternatives to housing delivery were proposed, such as using a high density village model or housing schemes which challenge social norms and produce a more socially, environmentally and economically just society.
- Over 4,000 properties were identified on righmove.com as available within five miles of Hyde – indicates that there is no demand for new housing with many properties taking months or years to sell. There is more demand in Romiley where house prices are 40% higher than Hyde.
- Ashton and Stalybridge would be better for residential development as they are to benefit from strategic transport interventions.
- Many comments objecting to or concerned about the type of housing proposed, specifically objecting to larger 'Executive Homes', the lack of affordable housing and the shortage of good quality family houses in Hyde.
- Questions what 'affordable' housing means in relation to average borough wages.
- Highlights the issue around the ageing demographic and providing housing types to meet that need.
- Development will completely transform the area and destroy its countryside qualities. Also sceptical that innovative, high quality, sustainable and affordable housing will be delivered.
- The proposal will lead to overlooking of existing dwellings and devalue existing property
- Housing will lead to urban sprawl and is supported by a manipulative IA.
- Ample housing exists in Gee Cross - additional housing would cause more pollution, congestion and provide houses not affordable to many local people.
- Topography of the land is impractical for development of housing.
- The site is suitable, deliverable and available with no constraints, good transport links and access to the countryside. It could be delivered early in the plan period to support the five year housing land supply.
- Will provide much needed housing that will allow upgrading or downsizing within the area thus freeing up of lower cost housing this providing continuity and supporting a diverse stronger community and boost the local economy.
- As one of the largest independent estate agents in the area, we believe that there would be a good demand for quality family housing in this part of Hyde. We feel that this allocation could help meet this in the near term and for this reason feel the allocation would be positive for Hyde, provided appropriate measures are taken to mitigate any impact the development may have on the surrounding area.
- Support for Garden Village principles through building and developing a well thought out scheme, a variety of types and tenures, enhancing and protecting open spaces whilst building a sustainable development that incorporates energy efficiency measures and eco-homes.
- Support the reduction in the number of new houses to be built with most of the new ones proposed to be built on brownfield land.
- Many first time buyers would benefit from high/midi housing with good transport links.
- Very keen to see this allocation supported as for so long now there has been a shortage of houses in Tameside that stops people moving out of the borough.

Employment and Economy

- Lack of employment and specifically local job opportunities and these people are likely to commute into Manchester, Salford, Stockport and Ashton.

Green Belt and Green Belt Additions

- Successive Governments and Ministers have vowed to make the continued to protect Green Belt a priority.
- The proposal conflicts with National Planning Policy Framework Green Belt policy and objectives and the draft plan fails to provide a rational argument to support the release

of Green Belt in order to meet housing targets, there are no exceptional circumstances presented and it should be considered as a fundamental constraint.
- Change in designation is driven by developer demand and not an actual need for the housing. An understanding of the implications of developing Green Belt is needed before decisions that might later be found to be environmentally, socially and culturally detrimental, are made.
- Sceptical about the creation of new defensible boundaries as future schemes will further alter the boundary.
- This proposed development, to help address the housing crisis, is misguided - the Green Belt is required to maintain the population's mental health and to encourage physical activity and recreation by local residents.
- Suggests that there is limited reference to affordable housing and that it is used as an excuse to develop on Green Belt.
- Suggests the additions do not qualify as Green Belt and are merely to mask the loss and some would make better housing sites. Highlights that the proposed additions have a lower environmental and recreational value than the allocation and that the proposed allocation has not been assessed for their quality contribution to biodiversity and geodiversity and that this suggests a lack of familiarity and understanding of the spatial character of the site.
- Concern expressed by United Utilities over the proposed additional Green Belt that includes the existing operational facility at Godley. Green Belt policy would need to be supportive of the need to expand facilities and there is concern expressed that a Green Belt boundary that includes the identified facilities could potentially bring greater restrictions on future development. United Utilities would therefore prefer that the Godley facility stayed outside of the Green Belt.
- Welcomes the decision to remove the Green Belt allocation at Mottram anmd may were pleased to see additions to the Green Belt.

Brownfield

- Redevelopment of brownfield sites, empty/derelict properties and use of CPO powers and increasing Council Tax on vacant properties, were identified as alternatives to developing the Green Belt.
- Redevelopment of brownfield sites should be fully exhausted before development of Green Belt takes place as brownfield sites are generally located close to existing facilities, services, transport and infrastructure and provide ideal opportunities for affordable housing at a higher density.
- GMCA and/or Government funding should be used to support this regeneration.
- Releasing land for this contradicts the brownfield preference approach set out in the GMSF.
- The need for an up-to-date and comprehensive Brownfield Land Register was highlighted as thousands of homes could be delivered on brownfield sites.
- The number of homes identified on allocation GM-A 44 could easily be accommodated from the existing supply of brownfield and green field sites.
- Brownfield development would also negatively impact on traffic congestion and local services and require economic viability testing.
- Developers prefer green field sites to brownfield as they are cheaper to develop and are more profitable.
- There are insufficient brownfield sites available to fulfil the housing requirements in Tameside.

Transport – Highways / Public Transport / Cycling / Walking

- Strategic transport plans are restricted, with only one committed scheme included (Mottram Bypass) and do not support the existing level of development or the proposed growth across the area and beyond. Therefore, new infrastructure is required before any further development takes place.

- Proposal will not achieve a reduction in the need to travel in order to tackle greenhouse gas emissions and promote sustainability.
- Highway congestion is prevalent right through the week in the area and has been compounded by recent development. If the site is developed then better pedestrian facilities, including a crossing, should be provided on the A560.
- Road safety is an increasing issue for all road users with increased levels of traffic will make it more difficult for horse riders to cross Stockport Road.
- Narrow main roads and existing rail bridges are highway constraints which cannot easily be resolved.
- Highways England - The scale of allocation is likely to give rise to traffic at both an individual and cumulative level at the SRN due to its proximity to the M67 and likelihood of accessing the wider motorway network at M60 Junction 24 / M67 Junction 1 and M67 J3 and J4.
- Although no details of access/egress have been provided to date the site promoter advised that direct vehicular access will be provided onto the A560 Stockport Road and highway consultants engaged by the promoter have determined that there will be limited impact on the traffic flow and little or no impact on the minor highway network.
- All existing forms of public transport are currently considered to be unreliable, inadequate or absent. Development will degrade the local environment and add pressure to the existing failing transport system. Therefore the proposals will not be acceptable unless it is expanded and improved (including Metrolink), the travel costs reduced and elderly and disabled users are catered for.
- What improvements in transport links are planned and funded by developers?
- Public rights of way, including the ancient Cown Edge Way, must be protected and development of the site should support upgrades to the wider PROW network, including the Trans-Pennine Trail. There should be greater dialogue with stakeholders to ensure that opportunities for enhancing the network are fully explored.
- Network Rail have identified a number of opportunities at Woodley Station, including transforming land uses, reviewing the potential rail capacity uplift and the potential for tram/train on this rail corridor.
- Concern remains that rail improvements alone would not address the travel needs of many people.
- Pedestrian and cycle lane improvements are a good idea, but major investment is needed as the areas current infrastructure is seen as extremely poor quality.
- Walking and cycling are also both impacted on by air pollution.
- Convincing people to give up car use was seen as very challenging given the poor alternatives available.
- Supports development with well thought out infrastructure rather than small developments with poor infrastructure, clogging up the smaller minor roads.
- Sites are close/alongside all existing regular bus service to Stockport and Ashton, within a short walk to Woodley train station, adjacent to National Cycle Route 62, and cycle and pedestrian infrastructure will be introduced or improved.
- Highlights that new development has always been delivered as the population has grown, but also notes that congestion will continue as long as people drive to work one person in each car during the rush hour.

Physical Infrastructure and utilities

- There are electricity, water and waste water capacity issues and no budget in place for improvements.
- Burst water mains and problems with the water supply are an issue locally.
- With the increased number of homes, roads will have to be dug up to provide power, internet & sewage systems leading to delays on the road network - this will have a knock effect on to existing business.

- The policy wording for Policy GMA 44 South of Hyde is highlighted as a good example.

Social Infrastructure

- No plans to build social infrastructure – schools, doctor's surgery's, hospitals, dentists, police etc. Investment is required before any development takes place.
- Proposals will not increase services to an acceptable level.
- Lack of quality schools in the area and no capacity for the additional pupils from new development - Schools are full and oversubscribed with some parents sending their children to schools in Stockport as they are unable to attain local places.
- Additional pupil growth in the Hyde area would cost £50m. This is greater than the annual budget available and fails to take into account the additional infrastructure required for transport, health etc.
- There is a lack of GP capacity in the area, waiting times at Tameside hospital are terrible and because of the stretched local health service some people have to attend GPs outside of the borough.
- Local and national shortage of GP's and other health professionals and budgetary constraints on the NHS.
- The increased longevity of the population is leading to an even greater demand for services and there is a lack of older persons care.
- Police cuts have been significant and concerned about increasing crime rates and anti-social behaviour.
- Services for children and youths are limited and there is pressure on private clubs and local groups such as Brownies, Beavers, sports clubs etc.
- The local library is now very small and local play space is very poor.
- DfE welcome the recognition given to the need to provide new schools as part of various allocations and for developer contributions towards the provision of education facilities in GM-A44.
- Site promoters highlighted that the proposal will make appropriate contributions for any local services and infrastructure needed to make the development acceptable in planning terms.

Environmental – Green Infrastructure, Biodiversity, open space

- A wide range of habitats, flora and fauna would be lost as a result of the proposal.
- Important area that links into the wider ecosystem – specifically with reference to pastureland, ancient woodland and the local SBI and Local Nature Reserve.
- Although biodiversity net gain was a concept little understood and received with scepticism given the proposed loss of green space. There is support for the enhancement of Pole Bank SBI and retention of the existing woodland alongside recognising the presence and sensitive nature of Ancient and Semi-Natural Woodland to the south west of the site.
- Ecological assessments essential, should involve local residents and be carried out over a year and covering 24hrs a day.
- The proposals contradict Chapter 8 'A Greener Greater Manchester'.
- The area provides the only green open space and walking routes to the east of the A560 between Hyde and Stockport and is an important green corridor separating Hyde and Gee Cross from Woodley, this joins the Werneth Low country park to the Haughton Dale nature reserve and on to Tame Valley and Reddish Vale nature reserves - significant natural beauty (and historic interest).
- The fields are used for recreation activities and by school study groups. It allows access to Werneth Low and further afield, such as the Peak Forest Canal and River Tame.
- Building on Green Belt will contribute to the wider mental health crisis. Green space is needed for the physical and mental health and wellbeing of the population, including social prescribing and for walking therapy.

- Area is utilised by tourists traversing the Trans-Pennine Trail, adding to the local economy. Building right up to Werneth Low would compromise one of the few tourist attractions in Tameside.
- There is hardly anywhere left for families to spend time outdoors and children to play out and not all people have cars which enable travel to the countryside.
- Loss of green space potentially encourages car journeys and adds pressure to currently overcrowded areas.
- Creating new recreation areas, cycle paths and walking areas will not compensate for building on Green Belt land.
- The Council is promoting an 'Active Tameside' but this cannot be achieved for free when the land used for exercise is proposed for development.
- Highlights the importance of green spaces as stated by the WHO - fundamental component of any urban ecosystem with a multifunctional role.
- Suggests that the master planning exercise should also include green infrastructure in this phasing strategy please as is proposed for the Stockport sites.
- Construction of more housing will lead to pressure for road building, including the M60/A6 relief road - this will lead to the destruction of valuable green space.
- Green space is also a necessity for horse owners and there is an existing lack of options for owners in the area.
- Street trees - sound awful compared to woodland.
- Development will ruin the landscape and lead to a loss of identity, character, views/vistas and the semi-rural characteristics of the Gee Cross area. This adverse impact cannot be suitably mitigated.
- The site is already within an urbanised setting.
- New trees and hedges should be considered to mitigate the visual impact.
- Site promoter highlights the design led masterplanned approach that will not lead to Green Belt coalescence and is sensitive to existing development and landscape feature. New amenity and play areas will be provided.
- The response highlights the proposed delivery of greenspace, recreation space and a walking and cycling network linked into the countryside and existing recreation routes.

Air Quality

- Extensive parts of the local highway network exceed air quality limits (identified on mappinggm.org.uk).
- Proposed development will generate both extra traffic and domestic emissions that contribute to air pollution. This is contrary to the Council's pledge for better air quality and is contradictory to the aims of the GMAQAP.
- Link between air pollution and asthma and other respiratory conditions.
- The site currently acts a buffer for traffic pollution and it would be more use if it were planted with trees to combat carbon emissions.

Flood risk

- The importance of the area for absorbing rainfall, drainage and preventing flooding was highlighted – this would be lost if the area was developed.
- Increased likelihood of flooding due to climate change.
- There is existing drainage and flooding issues and specific geological issues relating to drainage were highlighted including the barrier formed by the canal.
- Stockport's Local Flood Risk Management Strategy identifies the site as being within an area with a high chance of surface water flooding and that the site plays an important role in controlling the run-off rate of rainwater from Werneth Low to the Tame Valley. It also identifies surface water run-off and groundwater as the two main sources of increased flooding. The response suggests that the two areas are linked by their shared boundary with Werneth Low and that any new properties developed will be at risk of flooding.

- Tameside MBC's Strategic Flood Risk Assessment 2011 highlighted and the role of Green Belt area in flood storage. Current flood risk: the A560 both at the Joshua Bradley and the junction at Apethorn Lane.
- A detailed drainage assessment of the site is needed.
- Potential impact on water quality in the River Tame from development.
- The Environment Agency is involved with the GMCA to identify what additional work will need to be undertaken as part of the Level 2 SFRA - as a result this site may require further analysis.
- Site promoter - the proposal will incorporate SUDs principles.

Heritage

- The Grade II* listed Apethorn Farm, Apethorn Lane and early mill buildings are historically significant. Development would destroy this character and would not conserve and enhance the historic environment and heritage assets, i.e. Apethorn Farm would be surrounded by suburban housing - highlights National Planning Policy Framework para 219.
- The proposal would see the strong character and history of these North Cheshire towns merged into a single built environment.
- Historic England objects to the allocation - not satisfied that the proposal for the site allocation for enabling development is in accordance with the requirements of the National Planning Policy Framework.Therefore, in view of this this site should be deleted from the GMSF
- Objects to development in close proximity to Apethorn Farm and the removal of the wording around enabling development that was included in the 2016 GMSF. Suggest that this was used as a false premise to allow the site to be identified for development. Concludes that it is essential that the building is renovated, but not at the expense of the extensive proposed Green Belt development.
- Concerned by the removal of enabling development from the policy wording in relation to Apethorn Farm and the lack of care of the farm over the decades.
- How will the restoration of Apethorn Farm be guaranteed and will it be restored to a working farm?
- Support for the sympathetic restoration of the Grade II* listed Apethorn Farm which also has the potential to give a village identity.
- Site promoters - development will support full restoration of the Apethorn Farm complex, with the layout designed to respect the setting of the listed building.

Other

- The proposed site allocation does not comply with the National Planning Policy Framework or GMSF policies and although the framework objectives seem sound, this proposed development has significant issues against several of the key objectives.
- A strategic plan is desperately needed to fulfil the housing requirements, if a plan isn't agreed then it leaves developers open to challenge unregulated sites.
- No evidence presented to demonstrate that the detailed discussions and internal consideration have taken place with neighbouring districts.
- Disagrees with objections because they do not give consideration to the growing population.
- Impact on and disruption to local people during the construction phase.
- The sites should in the future be referred to as Gee Cross, but the village and heritage status will be lost because of the additional development.
- Contends that the development of urban sprawl will lead to the creation of slums, social deprivation and degradation whilst increasing costs for health, social care and policing.
- Design a Greater Manchester that is healthier, less congested, and more sustainable.
- Lack of local shops and those that are located in Gee Cross lack parking.

- Tameside residents already suffer from high levels of obesity, heart disease, poor mental health, stress etc.
- Development will only benefit housebuilders and the Council because of the higher Council Tax income.
- Proposal has been compiled by professional people looking at statistics/data in isolation without any real world knowledge of the areas proposed for development.
- Influence on land stability from the coal mining activity, landfill operations and ground conditions - could cause subsidence and put new and existing housing at risk.
- Increased light and noise pollution.
- Has the land banking of supermarkets been investigated?
- Hyde town centre needs investment to support its regeneration and stimulate demand as it is currently of poor quality and this has impacted on business retention, the ability to attract shoppers and the quality of life of local residents.
- No focus on Hyde for job creation or leisure provision means it would be a commuter town, leading to no positive economic impact on the town.
- A town requires balance - good roads, adequate housing of all kinds, a good shopping centre and medical and educational support structures.
- Contradiction in approaches between Manchester's focus on urban regeneration and the proposals to release Green Belt and create sprawl.
- There is a clear case for re-energising the town centres with residential development and including reclassifying empty shops, offices, commercial and other premises and the top end of Market Street for residential use.
- Consultation process lacked local community involvement in a proactive way and the process has been landowner and developer led.
- Public consultation had not been publicised enough, there were a lack of site notices and consultation events were held at inconvenient times.
- Highlights the length of time taken to develop the draft GMSF compared to the duration of the consultation period in which residents can consider the proposals and the evidence.
- Much comment on the transparency of the process, the complexity of the consultation portal, poor quality of the consultation material and the misleading nature of associated material.
- Does not believe that the consultation catered for elderly and non-computer users.
- Development will bring jobs to the area and support local businesses, particularly village shops, pubs and nursery.
- A sensible proposal that should work as long as all the points in the proposal are implemented.
- Supports sustainable development of the local villages and will assist with the overall regeneration of Hyde.
- There is great access to surrounding Country Parks, close to Manchester city and Manchester Airport, and there is good access to transport links.
- Joint landowner agrees with the principle of GMSF with Local Plans to follow.
- Joint landowner highlight that it is important to build on the positive, well established community and provide a healthy environment for future generations.

Response to Comments

The case for exceptional circumstances are set out for the Green Belt as a whole and the specific case for this site within accompanying topic paper.

Policy identifies the potential to deliver around 440 new homes across a range of types and tenures in accordance with the most up to date assessment of housing need. Moreover policy GM-H 2 covers the concept of the affordability of new housing.

The site does not set a housing target, nor consider the spatial distribution of development, policies need to be read across the plan as a whole. Land supply is set out within the accompanying topic paper, available via Mapping GM and the Council will continue to review and update its Brownfield Land Register.

The development of a masterplan, phasing strategy and design code through engagement with the local community, Council and other appropriate stakeholders is required. In addition, the character of and interface between, new and existing development, including the setting of heritage assets and surrounding residential dwellings and gardens, particularly those within the site, are required to be sensitively designed and acknowledged by development proposals. Policy identifies the need to successfully integrate development edges into the adjoining landscape, deliver lower density development as the site rises in elevation, protect key landscape features and take into account the landscape character assessment.

A Historic Environment Assessment has been undertaken and Policy requires an assessment of archaeology is undertaken alongside a heritage impact assessment. Policy also recognises heritage assets and requires the long term future use of the Grade II* listed Apethorn Farmhouse and complex is secured within an early phase of development together with removal from the Heritage at Risk Register.

Policy requires the provision of developer contributions toward transport infrastructure as appropriate and a Locality Assessment has been undertaken to assess impact on highway infrastructure and set out mitigation options. Non Green Belt land adjacent to Hilda road has now been included to provide site access. Moreover, policy GM-S 6 covers the concept of clean air and the GM Transport Strategy Delivery Plan identifies options to deliver metro/tram-train service on the Marple line. Policy requires an integrated and co-ordinated approach to infrastructure to support the scale of the whole development, including for utilities provision.

Policy recognises the need for developer contributions toward education, health and other infrastructure as appropriate. Setting aside land for a range of public open spaces is also a policy point as is utilising government endorsed building for a Healthy Life standard for well designed homes alongside Sport England and World Health Organisation guidance regarding active design and active lifestyle behaviour.

Policy recognises the need to protect and enhance key landscape and ecological features including trees and woodlands, including ancient woodland, other mature trees and hedgerows, cloughs, watercourses, ponds and Sites of Biological Importance and a Preliminary Ecological Appraisal has been undertaken. Moreover policy GM-G 9 covers the concept of net enhancements for biodiversity and geodiversity. Policy GM-G 9 also recognises that a limited amount of development on agricultural land is necessary, alongside requiring appropriate assessment. Moreover the land promotor has undertaken an up to date agricultural land classification assessment.

Policy recognises the need to ensure neighbourhoods are walkable and safe places, active travel is promoted to be the most attractive form of local transport including public rights of way and the Cown Edge Way, and connectivity is enhanced within the locality, such as to public transport services, Peak Forest Canal, Trans Pennine Trail and Werneth Low Country Park.

A level two Strategic Flood Risk Assessment has been undertaken across the plan and policy identifies that a site wide drainage strategy will be needed, incorporating sustainable urban drainage systems and regard be had to the most recent flood risk

assessment. Moreover Policy GM-S 5 covers the concept of flood risk and the water environment.

A viability Assessment has been undertaken and the site shown to be viable.

Further comments on the overall proposals for Tameside, including strategic transport interventions (363 comments)

Housing (including affordable housing)
• Delivering housing need should be reassessed on a national level; • Proposed Tameside allocations are incompatible/conflict with Chapter 8 'A Greener GM' in the 2019 Draft GMSF and questions raised over the reduction and discrepancies in Tameside's local housing need, baseline housing land and allocations data within the 2016 (Draft) GMSF and 2019 (Draft) GMSF; • Disagree within the number of new homes proposed as housing land requirement is based on invalid assumptions. The housing target should also be reduced to level where Green Belt is not required and concern that the housing trajectory is unsustainable, will impact on climate change and detrimental to the environment; • Additional new homes will have an impact on the local areas. There is sufficient provision of homes in Tameside to meet local need, that the local planning authority has a sufficient number of extant residential planning permissions to meet need, that there are properties on the market and there is already choice of house types and range in house prices across the area and that the proposed number/size/type of new homes is speculative and unsubstantiated; • Need to provide more, quality social housing with support for improvements to existing stock and the reuse of empty homes/properties, redevelopment of brownfield sites and town centres in the first instance as well as a need to provide higher value housing in order to attract high end earners to the borough, which will in turn support local economy; • Concern that Hyde has already been subject to the recent development of thousands of additional homes and that a disproportionate amount of housing is proposed in Hyde whist investment is focused in Ashton. Increase in residential development and decline of Hyde town centre and leisure offer will also result in Hyde becoming a dormant/commuter town; • Proposals are unfair and unaffordable to majority of people within the area and building more of the same type of housing is not a long term solution. Type of housing (3, 4 & 5 bed) proposed by the developer are not considered to be 'affordable' for the community; and • A new approach to delivery sustainable residential development is required - small sites with higher densities, tackling climate change with greenspace and key services on site etc. Need to tackle comfort, space standards/ gardens and a new approach to delivery sustainable residential. • Potential to deliver homes for local people • Sustainable residential development - tackle social, environmental and economic issues • Development would allow people to stay within the local area - support stronger community - provide affordable homes • Support for the residential redevelopment of brownfield sites e.g. former industrial/ mill buildings along the canal could be reused for affordable housing • Support for a wide variety of housing types to be delivered across the borough • Proposals which will include a range of house type, size and tenure will attract economically active households to other areas of Tameside. E.g. Droyslden Marina has delivered aspirational new homes with good access to Metrolink.
Employment and Economy
• Tameside's employment allocation is contrary to Chapter 8 'A Greener GM' in the 2019 Draft GMSF; • Funding is required to support existing businesses;

- The employment land requirement should be reduced as it is based on invalid assumptions; and
- Reduce economic ambitions to a level where Green Belt is not required.
- Increase in the number of jobs and youth training;
- Development would generate jobs and support local businesses (e.g. shops, PH and nurseries); and
- Support for a strategic plan to provide for sustainable economic growth over the next 15-20 years.

Green Belt (including Green Belt additions)

- Allocation of Green Belt land is contrary to National Planning Policy Framework Chapter 13 Protecting Green Belt Land. An argument for exceptional circumstances have not been demonstrated, there is a need to protect the countryside from urban sprawl and the purpose of the Green Belt is in line with National Planning Policy Framework para 134 (e.g. prevents Gee Cross and Woodley from merging). The local planning authority has a duty to protect Green Belt and agricultural land;
- Development of Green Belt for new homes will lead to the loss of vital greenspace, will have detrimental impact on environment, wildlife and biodiversity including the loss of ancient fields and woodland; reduce air quality and climate resilience and prevent free movement of people/ walking as alternative mode of travel to the car/ public transport;
- Object to the loss (including no net loss) of Green Belt land across Hyde, Tameside and Greater Manchester to development;
- Green Belt land is an asset, should not be developed and should be preserved for prosperity and for the communities enjoyment, amenity, recreational value, health and wellbeing;
- Concern that too much Green Belt land has been identified for development and that development of Green Belt sites would set a future president and concern that Green Belt land will be developed in first instance and that brownfield sites will remain undeveloped. Green Belt sites are out of the way and would require cars to access sites;
- Object to the loss of Green Belt, however if there is no alternative development must be accompanied by excellent public transport links to Manchester City Centre, Manchester Airport and strategic employment, healthcare, retail and leisure sites.
- Disagree with ONS figures used in the Standard methodology for calculating local housing need using the 2014 ONS data would result in a reduction of local housing need and therefore developments on Green Belt will not be required.
- Alternative sites are available and development of Green Belt should be a last resort and only considered after all brownfield sites have been exhausted; and
- Reducing the GMSF plan period to 15 years would mean no need to develop Green Belt.
- 1982 Greater Manchester Green Belt plan no long serve the Green Belt purposes set out in paragraph 134 of National Planning Policy Framework -
- GMSF must address those issues/ make explicit in line with para 136 of National Planning Policy Framework that non-strategic plans should be allowed to be changed e.g. local plans and neighbourhood plans
- Proposed Green Belt additions (woodland, playing fields and land adjacent to motorway) unlikely to be developed anyway;
- Support 2019 Draft GMSF Green Belt addition p. 423 land at Demesne Drive, Copley, Stalybridge;
- Support 2019 Draft GMSF Green Belt addition p. 425 land at Hyde Road Mottram, Mottram as it supports a variety of wildlife and habitats and provides an important as local amenity and recreational space and plays positive role in improving health and wellbeing and as the area is already heavily congested;

- Support for the removal of Allocation 28.8.26 OA26 Mottram M67 North and South (2016 Draft GMSF) from the 2019 Draft GMSF - do not support additional development within the area due to increase in traffic, road safety and fumes;
- Support removal of Allocation 28.8.24 OA24 Sidebottom Fold, Stalybridge (2016 Draft GMSF) from the 2019 Draft GMSF and for the sites retention in the Green Belt (removal would have negative implications for biodiversity, lack of infrastructure, traffic congestion, air quality/AQMA, flood risk etc.). Land between residential development and moorland will create buffer in case of future moorland fires. Existing infrastructure would not be able to support the level of development and resultant increase traffic congestion, air pollution and flood risk proposed under Allocation 28.8.24 OA24 in the 2016 (Draft) GMSF;
- Support 2019 Draft GMSF, page 433 reallocation of protected green space to Green Belt addition at Yew Tree Lane, Dukinfield, Tameside. However acknowledge that application 18/00259/FUL has subsequently been minded to approve by local planning authority; and
- Support for the reopening of the passenger rail line between Stalybridge - Stockport as this would give access to employment opportunities

Brownfield

- GMSF allocations are not in line with Mayor's brownfield land first approach. A Review of GMSF should have an emphasis on the redevelopment of brownfield sites; and the need for a phasing strategy to deliver remaining brownfield sites;
- Brownfield sites have not been considered, assessed and/or prioritised; and not all locally available brownfield land have been identified on the Brownfield Land Register and/or within the baseline housing land supply as an alternative to Green Belt sites
- A brownfield first approach to the development of new homes (including affordable) and employment land should be a priority over the development of greenfield/ Green Belt sites; with support for the reuse and or/ CPO of brownfield sites including vacant/derelict employment land, buildings, mill buildings, commercial premises and utilisation of town centres in order to meet local housing/affordable housing and employment need;
- Brownfield sites should be identified as a priority particularly those close to amenities and public transport as they would not lead to a loss of green infrastructure and biodiversity;
- Development of Green Belt/ site allocations is unnecessary as there are sufficient brownfield sites in Tameside to meet local need; with call for new homes and employment land to be confined to existing suitable brownfield sites within the urban area; and for the equal distribution of the development of brownfield sites across the borough and not focused in one area;
- Questioning the profitability of redevelopment of brownfield sites and concern that brownfield sites have not been considered as part of the GMSF as developers do not like them; and
- Acknowledgment that there are not enough brownfield sites to meet Tameside's local housing need.
- Support for the redevelopment of brownfield sites including those in Stalybridge and Hyde Town Centre and support for the sale of Council owned land for residential redevelopment; and
- Support the residential redevelopment of brownfield land in Tameside to meet housing requirement up to 2037 identified in the 2019 Draft GMSF.

Transport (including Highways, Public Transport, Cycling, Walking)

- Existing transport infrastructure in Tameside, including roads, motorways, rail, Metrolink, walking, cycling and public transport is insufficient to serve needs of existing population with issues, such as traffic, congestion and pollution, exacerbated by proposed development, increasing inequalities, impacting on the economy,

damaging local residents' prospects for prosperity and impacting on the sustainable movement of people and services.

- No clear strategy in place. Proposed traffic mitigation measures will not be sufficient to prevent increase in car usage. Tameside should revise their Active Travel Plan to encourage more people to use alternative modes of transport to the car;
- Sceptical that the transport infrastructure outlined in Policy Allocations will be able to support proposed development and increase in the population; additional transport improvements are required between Ashton - Stockport and Hyde – Glossop. Objection to 2019 Draft GMSF Question 70 and 73, inclusion of Mottram Moor A57T - A57 link road and the Hollingworth - Tintwistle interventions;
- Strategic transport interventions must be in place prior to the development of new homes. Any gains will be negated by increase in traffic (e.g. M60 Smart Motorway, North-South Rapid transport corridor and Quality Bus Transit). Support for controlled development with planned infrastructure to support level of proposed development rather than small developments which are unable to do this and increase traffic on minor roads;
- Majority of new housing is proposed in Hyde despite investment including improvements to transport infrastructure and access into Manchester being focused in Ashton. Market Street, Hyde is unable to support existing level of traffic, no train service from Gee Cross and no Metrolink service from Hyde. Transport in Hyde needs further investment when compared to other parts of GM. Existing transport infrastructure 'this side of Tameside' over its capacity making it difficult to get to GP surgeries and local supermarket;
- Utilise existing strategic transport infrastructure. Strategic transport interventions focused in Ashton and Stalybridge making this part of the borough a more accessible location for development as opposed to Hyde;
- Tameside and Stockport need to jointly assess the traffic implications on the A6017 which may arise through the development of Allocation 44 South of Tameside and Allocation 34 Bredbury Park Extension;
- Existing roads are in poor condition, busy, congested during peak hours and unable to cope with the current volume of traffic and therefore be unable to support additional development. Traffic congestion between M67 and M60 during peak hours. Concern that funding/investments into highways/relief road improvements have been focuses within south and west of Manchester;
- Improvement are required to local roads including pedestrian crossing points on 40mph roads;
- Concern regarding existing congestion and volume of traffic along on A6017 (Denton to Bredbury) and A560 (Gee Cross to Bedbury) and the potential increase in this as a result of the proposed development;
- Support for the construction of the Mottram - Tintwistle bypass and Bredbury - Hazel Grove bypass, whilst the fact that the Mottram bypass has not been built has also been noted;
- Support for electrical vehicular charging points and buses;
- Increase in the number of new homes will require improvements to train services, including extra carriages to meet demand/overcrowding, help for disabled passengers, and peak hour improvements at Hattersley, increasing frequency of service on a Sunday and increase parking spaces to stations in Hyde. Services at Denton station ignored with only 1 passenger service a week;
- Rail link between to Manchester via Hadfield is an excellent service;
- Support for the proposed Droylsden station identified in 2016 Draft GMSF 28.4.1 EG1 Little Moss/Ashton Moss and for the proposed new rail station at Gamsley as a priority with access to both sides of track to limit commuters from Simmondley using A57 to access station and for the development of the Metro tram/train service on the Glossop - Manchester rail line;

- Improvements to bus services are required in order to attract more people to use public transport e.g. live digital passenger information displays/bus trackers; although costs associated with the redevelopment of Ashton bus station are highlighted as is the reduced nigh bus service to Hattersley;
- All routes to neighbouring towns go through Ashton - increase journey time/ congestion on bus routes;
- Metrolink is safe and reliable for commuters into Manchester City Centre;
- Support for an extension of Metrolink services across the borough to reduce traffic congestion and bring investment to the area; for example the increase in population as a result of development would justify an extend Metrolink to Hyde town centre (although no current plans are in place to do this);
- Whilst there is some support for an extension of the Metrolink to Stalybridge via Tameside Hospital other respondents have objected to the proposal identified in the Draft Greater Manchester Transport Plan as insufficient footfall, no justification, does not reach housing estates would cause more traffic congestion and as Stalybridge has an existing rail service to Manchester
- Cycling infrastructure to be improved across Tameside in order to encourage people to use other modes of transport than the car - e.g. links to work, shops and school and encourage use of public transport for longer journeys;
- Development would improve footpaths, cycle route and access to local countryside;
- Concern regarding volume of traffic and safety of horse rider with daily RTA's between motor vehicles and horses.
- Consequence of Tameside public transport strategy focusing on Ashton town centre has contributed to the decline of surrounding towns.
- All neighbourhoods within Tameside need to be easily accessible by public transport (e.g. ticketing options across all public transport companies and park and ride facilities), walking and cycling. Investment in other forms of public transport as limited resulting in more private car use adding to traffic issues;
- Acknowledge that additional housing is required, however, need to assess/mitigate potential transport implications of allocations and encourage use of and access to public transport;
- Public transport improvements are required between Gee Cross - A560 corridor – Hattersley
- Tameside less developed/polluted/congested than other parts of Greater Manchester and therefore able to absorb an increase in traffic/transport
- Proposed site has decent access to road network and good public transport links

Physical Infrastructure and utilities

- Concern that there is inadequate infrastructure in place and that no additional funding has been identified to support the increase in demand resulting from the proposed development;
- Although the focus for residential development in Tameside is in the S and SE of Hyde there has been no significant investment in infrastructure in decades; and
- Development phase including the installation of new roads, services and utilities will impact/ result in congestion on local highways and potentially have negative effect on economy (loss of hours etc.).

Social Infrastructure

- Improvements to existing social infrastructure are required now, with local services under pressure to meet existing demand and concern that there is not the capacity necessary to support an increase in population resulting from the proposed development;

- Policy allocations do not include provision for an increase in school places. Schools are already oversubscribed resulting in an insufficient number of nurseries and school places available and will not be able to support an increase in pupil numbers;
- Concern about increase levels of crime;
- Health care providers (GP surgeries, dentists and Tameside Hospital) are already under pressure to meet satisfactory levels of patient care;
- Concern that development will result in a rise of inequalities as there is insufficient social infrastructure in place to serve needs of the existing population (education and GP surgeries etc.).
- Need to reconsider the infrastructure required to support an increase in the population as a result of the proposed allocations;
- Amenities and improvement to social infrastructure (police, fire, health, education and commercial offer) are necessary prior to increasing population through proposed development;
- Scepticism regarding the proposed delivery of and investment in infrastructure;

Environmental (including Green Infrastructure, Biodiversity, Open Space, Recreation)

- Development of green field sites will set a president leading to a lack of outdoor recreational space;
- Development on greenspace around Newton and Flowery Fields, Hyde cannot continue;
- Object to the sale of public owned greenspace and development on greenspace as the council has a duty to protect it;
- Loss of vital greenspace, farmland and countryside to development will result in a loss of amenity and community recreational space
- Development will result in a loss of natural environment and vital greenspaces, have a detrimental impact on biodiversity, wildlife, ancient fields and woodland and will reduce air quality and climate resilience as well as preventing free movement of people/ walking as alternative mode of travel to the car/ public transport; and
- There are economic, social and environmental benefits associated with the retention and enhancement of rural areas.
- There is green infrastructure on site and the development will enhance local woodland and the boundary between the development and countryside; and
- Support for the retention of Haughton Dale Nature Reserve.

Air Quality (including Climate Change and Pollution)

- Proposal does not consider wider projects and commitments to reduce emissions across the borough;
- Concerns relating to clean air and the loss of greenspace impacting on air quality;
- Development will impact on climate change and increase the use of motor vehicles (private and public transport) thus increasing congestion, pollution and carbon emissions.

Flood risk

- Development will result in an increase in flood risk

Heritage

- Heritage assets have been lost/harmed due to residential redevelopment e.g. Roe Cross.

Other

- Insufficient public consultation with further work required to raise awareness of the GMSF with local residents;
- 2019 Draft GMSF needs to be reviewed. Local residents object to the plan and allocations. Development is not required in Tameside, allocations will have a detrimental impact on the local area and the community, lead to disruption and

community tension and will not consider the quality of life for existing and new residents allocations will only benefit landowners;
- Scepticism that GMSF can be achieved;
- Allocations should not contradict Greater Manchester wide policies;
- Government seeking to increase number of new homes as a means to boost the economy;
- Object to the use of the 2014 household projections set out in the 2018 Standard Methodology for Assessing Local Housing Need rather than the 2016-based household projections, which would result in a reduction in local housing need across Tameside and Greater Manchester. The ensuing reduction in numbers would not require development within the Green Belt and would go further to meet ambitions to deliver green legacy outlined in Chapter 8 of the 2019 Draft GMSF. Tameside will not be able to support the increase in population proposed using the current methodology;
- Consideration should be given to planning for a New Town complete with sufficient infrastructure to meet need;
- Increase in traffic and congestion will increase pollution - Tameside has high rate of cardio vascular disease
- Development should be distributed equally across the borough as proposed allocations are weighted towards Hyde which has already been subject to a disproportionate amount of development within the last few years. Hyde Birth rate is falling. The increase in population, homes and cars following development will impact on the existing residents in Hyde and local infrastructure/resources;
- 2019 Draft GMSF site allocations evidence base is poor e.g. around Hattersley;
- GMSF plan period to be reduced to 15 years therefore negating the need to develop Green Belt;
- Continued development within Greater Manchester will have a negative impact on the health;
- Redevelop town centres to reflect changes in shopping habits with a mix of office and residential uses and GI to encourage the community back into town centres;
- Support for the regeneration of Woodley, Stalybridge and Hyde Town Centres - attract people back into town centres will avoid residents commuting elsewhere by car; and
- Stalybridge Town Centre Challenge has the opportunity to meet housing targets by redevelopment of derelict/ empty buildings within the town centre and close to transport infrastructure. The £50K government funding to redevelop brownfield sites and Future High Street Fund could be used to regenerate town centres to provide housing and office space and create local jobs.
- Support the 2019 Draft GMSF - development that is not high rise city centre and where people want to live, with site allocated located adjacent to urban areas; and
- Need to produce a Local Strategic Plan to guide and promote sustainable social and economic development, regeneration and transport across the borough.

Response to comments

Strategic site policies do not set a housing or employment land target, nor consider the spatial distribution of development, policies need to be read across the plan as a whole. Land supply is set out within the accompanying topic paper, available via Mapping GM and the Council will continue to review and update its Brownfield Land Register.

The Councils existing housing land supply has been optimised to make best use of accessible sites within the existing urban area, moreover GMSF policy GM-H 4 covers the matter of housing density. New homes will be delivered across a range of types and tenures in accordance with the most up to date assessment of housing need as set out in strategic site policy.

The case for exceptional circumstances is set out for the Green Belt as a whole and the specific case for each strategic site within the accompanying topic paper. Sites are selected based on the site selection criteria as set out in more detail in relevant topic paper.

Policy requires the provision of developer contributions toward transport infrastructure as appropriate and a Locality Assessment has been undertaken to assess impact on highway infrastructure and set out mitigation options. Moreover, policy GM-S 6 covers the concept of clean air and the GM Transport Strategy Delivery Plan identifies options to deliver a range of interventions in the transport network.

Employment, education and training opportunities are required to be available for residents within the local area. Policy requires appropriate contributions toward education, health and other infrastructure and where appropriate the setting aside of land unless not required.

Strategic site policy recognises the need to protect and enhance key landscape and ecological features including where relevant identified features of value including ancient woodland, Sites of Biological Importance and a Preliminary Ecological Appraisal has been undertaken. Moreover policy GM-G 9 covers the concept of net enhancement for biodiversity and geodiversity.

Public rights of way, sustainable travel routes, enhancement of connectivity and the setting aside land for a range of public open spaces are also strategic site policy points. In addition an Open Space Review has been undertaken. Policy GM-G 9 also recognises that a limited amount of development on agricultural land is necessary, alongside requiring appropriate assessment.

A level two Strategic Flood Risk Assessment has been undertaken across the plan and site specific policy identifies where relevant the need for site wide drainage strategy, incorporating sustainable urban drainage systems. Moreover, Policy GM-S 5 covers the concept of Flood Risk and the Water environment. Policy identifies potential to deliver development that is energy efficient and resilient to climate change using zero carbon and energy positive technology. Moreover, policy GM-S 2 covers the concept of carbon and energy.

Where relevant, policy requires an assessment of archaeology and or, heritage impact assessment and a Historic Environment Assessment has been undertaken for all three strategic sites.

A Viability Assessment has been undertaken and strategic sites shown to be viable

3.2.11. Strategic Allocations in Trafford

There are 2 allocations in Trafford. There were 1,945 comments received in relation to the Trafford allocations.

GM Allocation 45: New Carrington (740 comments)

Many people objected to the principle of Green Belt loss on the site and to the impact development would have on Carrington Moss, which respondents noted for its biodiversity value and the habitat it provides for red listed birds. Respondents also raised transport and social infrastructure as key issues, both in terms of existing capacity as well as the additional provision which will be required to support the proposed development. Air quality was also a significant concern.

Principle / scale of development
• The site will contribute to meeting the housing land supply shortfall. • The New Carrington site does not align with the GMSF objective to invest in the north of Greater Manchester. • General concern that the scale of the site, across three different communities will lead to a loss of local identity. • Ensure that the relationship between new development and the existing Partington estate is satisfactory.
Housing (inc affordable housing)
• Significant support for affordable housing with many responses stating that the 30% requirement should be higher, conversely some developers object to the 30% requirement. • There is a need for affordable housing which is suitable for both families and single individuals. • Concern that 'affordable' housing is not genuinely affordable to many people. • Much of the housing stock in this area is terraced housing and there is a need for detached, family housing.
Employment and Economy
• No evidence to support the need for such a large amount of employment land. • The proposed warehouse development will not generate sufficient jobs in the local area. • Some support from respondents for the proposed employment land around the north of the site, adjacent to existing employment areas.
Green Belt
• Significant objection to the loss of Green Belt land. • General concern that the level of Green Belt loss in Trafford is disproportionate considering the currently small amount of Green Belt in Trafford when compared with other GM districts. • The proposed loss of green space will have a negative impact on health and wellbeing • Concern about how the remaining Green Belt will be protected.
Brownfield

- Support for brownfield development within the New Carrington allocation.
- Respondents considered that housing should be delivered on the brownfield land only, this would negate the need for Green Belt release.

Transport – Highways / Public Transport / Cycling / Walking

- Significant concern about existing congestion issues on the road network, particularly on the A6144 through Carrington.
- Many respondents noted the limited information about the transport infrastructure needed to deliver the New Carrington site.
- Significant concern from some residents about the proposed Carrington Relief Road and the lack of consultation on this proposal.
- Some support for new link roads to relieve existing congestion.
- Need to understand the impact the New Carrington development will have on the M60, Junction 8.
- Existing public transport network is limited and the cost of many services is prohibitive to current residents using the network.
- Significant support for improved public transport infrastructure and cycling and walking routes.
- Rights of Way should be maintained with the same amenity value.

Physical Infrastructure and utilities

- Significant Control of Major Accident Hazards (COMAH) and gas pipe constraints across the site which will restrict development
- A landscape buffer should be retained around the Altrincham WWTW. There may also be a need to expand the treatment works in future.

Social Infrastructure

- Concern that GP practices in the area are already overstretched and that new provision would be required to support the development
- Many schools are already oversubscribed, particularly at primary level

Environmental – Green Infrastructure, Biodiversity, open space

- Significant concern about the loss of wildlife habitats
- Significant objection to the loss of mossland, respondents considered that this should be retained for its biodiversity value and as a carbon store
- Concern about the loss of green infrastructure
- Concern about the landscape impact of the development. Much of the site is currently open countryside
- The site offers an opportunity for biodiversity net gain

Air Quality

- Development will have a negative impact on air quality
- Concern that the proposed new roads will impact on air quality

Flood risk

- Carrington Moss floods on a regular basis and helps to prevent flooding of the surrounding area
- SUDS should form part of the development

Heritage

- Development to the south of the allocation needs to consider the setting of Dunham Massey

Other

- The Carrington site does not fit the GMSF Spatial Strategy
- Significant concern that the development will cause increased noise and light pollution
- Object to safeguarded land within the allocation and consider this should be available for development within the plan period
- Some developers support the requirement for a Masterplan or SPD, whilst others object to this requirement
- Likely to be construction difficulties associated with development on a peat bog
- The GMSF consultation has not been properly publicised

Response to Comments

The site selection paper identifies that New Carrington fits the Spatial Strategy as it meets criteria 1, 2, 3, 5, 6 and 7.

The New Carrington site will make a significant contribution to meeting the housing needs of Trafford and GM. Trafford has insufficient land within its urban area to meet its housing need, however work to maximise the existing urban land supply has meant that the size of the New Carrington development site has been reduced and less land is now proposed to be removed from Green Belt than in 2019.

The revised New Carrington allocation policy recognises the distinct character areas within the Carrington allocation and also considers how to integrate new development with existing communities at Carrington, Partington and Sale West.

Employment development is located predominately on brownfield land which is not in the Green Belt and land where a residential use is unacceptable due to the location of Control of Major Accident Hazards (COMAH) and gas pipe constraints.

The case for exceptional circumstances is set out for the Green Belt proposals as a whole and the specific case for this allocation in the accompanying Allocation Topic Paper.

Development at New Carrington offers the opportunity to regenerate brownfield land to create a new place supplying a range of different sizes of homes to meet both market and affordable housing need as set out in the Trafford Housing Needs Assessment 2019.

Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation including link roads through the site, mitigations on the surrounding network, new bus services and cycling and walking routes to encourage active travel.

Social infrastructure requirements are highlighted in the New Carrington policy and all development will be expected to contribute to the provision of additional school places, health care facilities etc.

The New Carrington policy requires development to protect and enhance national and locally designated assets of conservation, ecological and landscape value. Significant green infrastructure areas have been identified within the New Carrington allocation which will be enhanced, and access to and through these areas improved as part of the development. Landscape buffers will also be a key feature, forming new Green Belt boundaries and mitigating any impact on important views to and from the site.

The policy requires a drainage strategy for the site to mitigate flood risk.

The GMAAS Historic Environment Assessment for New Carrington sets out the requirements for the protection of heritage and archaeological assets and where further work is required in advance of a planning application.

The policy requires a detailed Masterplan / SPD in advance of a planning application. This will include an equalisation mechanism to ensure all development contributes proportionately to the physical and social infrastructure requirements.

GM Allocation 46: Timperley Wedge (944 comments)

Many people objected to Green Belt loss with the particular reason for this being its importance as a green buffer to filter noise and pollution from the expanding Airport. Respondents also raised transport and social infrastructure as key issues, both in terms of existing capacities, particularly in terms of congested roads, as well as the additional provision which will be required to support the proposed development. There was also a perceived concern that development would result in a loss of existing sports facilities.

Principle / scale of development
• With pressure for residential and commercial land in the surrounding area development will help to meet the shortfall • More housing is not needed in the area, it could better be provided in other urban areas in Trafford ,Carrington and GM • Concern that the density, type of housing, design of the development and its close proximity to the airport is not appropriate • Support for development as it on the edge of an existing settlement, in a high market area, close to amenities and the airport
Housing (inc affordable housing)
• Support for affordable housing with responses stating that the 30% requirement should be higher as this is such an expensive area • There is a need for affordable housing which is suitable for first time buyers
Employment and Economy
• There are enough existing empty office spaces already in the surrounding area • There is no evidence for the amount of proposed office space • Other areas need the regeneration benefits more than Timperley
Green Belt
• Significant objection to the loss of Green Belt land • General concern that the level of Green Belt loss in Trafford is disproportionate considering the currently small amount of Green Belt in Trafford when compared with other GM districts • Green Belt is needed to separate the airport expansion from Hale Barns, Timperley and Well Green • Concern that development in this area will set a precedent for more housing and changes to the Green Belt in the future
Brownfield
• More brownfield sites should be identified throughout Trafford and Greater Manchester such as empty homes and land that was previously industrial • The development of brownfield sites should be prioritised before Green Belt development • Areas of brownfield within the allocation make it a suitable site for development
Transport – Highways / Public Transport / Cycling / Walking
• Significant concern that the roads are already too congested and the country lanes and surrounding road network, including the M56 motorway corridor, will be impacted by the additional cars more houses would bring to the area. • Support for a new road to link Altrincham with the airport and the hospital but want to know where the new roads, particularly the spine road, will go. • More investment in the Metrolink line and public transport is needed rather than new roads and the widening of existing roads • Support for the Metrolink extension and a new stop at Davenport Green but concern over the certainty of it happening and if it relies on HS2

• Support for walking and cycling routes particularly off road routes • There is an opportunity to provide a link from the development to the Trans Pennine Trail at Altrincham.
Physical Infrastructure and utilities
• Concerned about the existing poor levels of utilities and digital infrastructure and that the requirement for major investment in these could be very disruptive in the area.
Social Infrastructure
• Concern that the existing GP practices, schools, Wythenshawe hospital and police in the area are already overstretched and that new provision would be required to support the development. • More detail on new provision for social infrastructure is needed • There is no certainty or a requirement in the development proposal that the infrastructure will be put in place before any houses are built. • Concern that shops in the small local villages in Timperley and Hale Barnes will be overwhelmed. More details are needed on new shops.
Environmental – Green Infrastructure, Biodiversity, open space
• Significant concern about the loss of species, ponds, wildlife corridors and habitats including SBIs and ancient woodland • Concern over the loss of open space and playing fields. These are important for physical and mental health • Concerned that existing PROWs would be lost e.g Brooks Drive and Bowdon Rugby Club • Green infrastructure should be enhanced in the area and made more accessible • There are opportunities for biodiversity net gain within the allocation • Concern over the loss of agricultural land
Air Quality
• Significant concern about an increase in air pollution particularly will the existing pollution from Manchester Airport and the effect of this on the health of residents
Flood risk
• Significant concern about increased flooding as a result of development particularly as areas like Clay lane fields and Fairywell Brook flood now • There are opportunities to provide net gains in flood storage
Heritage
• Field based archaeological assessment should be done • Concern that features of local historic interest will be lost • Concern that the site can accommodate the proposed quantum of development without harm to the significance of the heritage assets and their setting
Other
• Merging the character of different residential areas together will cause Timperley to lose its identity and appeal • Development would not be in keeping with existing properties in Hale • More needs to be known about the effects of HS2 • Concerned that development is dependent on HS2 which may not happen • Concern about an increase in noise and light pollution from proposed development. The airport can already be heard.
Response to comments The allocation meets criteria 2,5,6 and 7 of the site selection criteria The Timperley Wedge site will make a significant contribution to meeting the housing needs of Trafford and GM. Located in a high value market area the area has shown

sufficient viability in the GM Viability Assessment to deliver 45% affordable housing. This is higher than the 30% proposed in 2019.Trafford's Housing Needs Assessment 2019 identified an average need for 40% affordable housing across Trafford and this site will make an important contribution to meeting this need

The Timperley Wedge policy sets out a need to provide a range of housing densities and sizes that will be of a high design quality and respect the local character of adjoining communities. Masterplanning has shown higher densities are appropriate close to the proposed new Metrolink station at Davenport Green and HS2. Slightly less land is now proposed to be released from Green Belt than in 2019.

The area proposed for office use is not located in the Green Belt.

A significant area of land between the allocation and Hale Barns will remain in the Green Belt as a rural park.

Transport analysis contained in the Locality Assessment has identified necessary mitigation to accommodate any additional traffic generated by the proposed allocation including a new spine road and extensions to bus services as well as new cycling and walking routes to encourage more active transport.

Social infrastructure requirements are highlighted in the Timperley Wedge policy and all development will be expected to contribute to the provision of additional school places, health care facilities etc. A new Local Centre will provide local shopping facilities.

The policy requires the protection and enhancement of natural environment assets including SBIs, woodland, and hedgerows within the site. In addition, the policy specifically protects Manor Farm playing fields and requires provision of new accessible green infrastructure links through the allocation, landscape buffers and a new rural park.

The policy requires a drainage strategy for the site to mitigate flood risk.

The GMAAS Historic Environment Assessment for Timperley Wedge sets out the requirements for the protection of heritage and archaeological assets and where further work is required prior to any planning application.

Policy sets out approval of a masterplan will be needed prior to any development which will set out an equalisation mechanism to ensure all development contributes proportionately to the physical and social infrastructure requirements.

Further comments on the overall proposals for Trafford, including strategic transport interventions (261 comments)

Principle / scale of development
• Concerned that the scale of development proposed is inconsistent with Trafford's Local Plan
Housing (inc affordable housing)
• The wrong ONS figures have been used to calculate housing need.
Green Belt
• Reduce ambitions for economic growth so that releasing Green Belt is not required.
Brownfield
• Trafford needs to look at developing significant amounts of unutilised brownfield sites along transport links.
Transport – Highways / Public Transport / Cycling / Walking
• Road congestion needs to be addressed. • Concern that there is not enough off road parking. • Improve public transport capacity, frequency and make it more affordable to reduce reliance on cars. • Object to HS2 because of its impact on the environment, ancient woodland and its high cost. • Support for off road cycling paths and separate cycle lanes. • Improve infrastructure for cycling, walking and horse riding. • Support for Bee Lines Network. • The Trans Pennine Trail must be kept fully accessible during the development of HS2 and the reinstatements works should result in improvements to the existing route.
Air Quality
• Policy should state that any transport plans should never result in reductions in air quality. • Concerned that air quality in Trafford is below legal limits and urgent action needs to be taken to address this.
Other
• Reduce the plan period to avoid the need to release Green Belt for development. • There has not been adequate publicity on these proposals • Support for the removal of the allocation at William Wroe, Flixton
Response to comments The GMSF will set the strategic policy framework for the Trafford Local Plan The Trafford housing land supply includes a significant number of sites in the existing urban area, which includes brownfield sites. The development potential of these sites has been maximised to help minimise the Green Belt loss. Transport Locality Assessments have been prepared for each of the Trafford allocations – New Carrington and Timperley Wedge. These assessments identified necessary mitigations to the highway network, as well as new cycling and walking routes to facilitate more active travel

3.2.13. Strategic Allocations in Wigan

There are 5 allocations in Wigan. There were1,487 comments received in relation to the Wigan allocations.

GM Allocation 47: South of Pennington (184 comments)

Some landowners support the allocation, commenting that the agricultural value of the site is limited, despite claims that is valuable by local residents. But some landowners are unwilling to sell their land.

Similar to comments on M6 J25, many people believed that empty business units and vacant previously developed land should be used first before considering Green Belt land. People thought that the site was a less attractive location for employment development that sites closer to the M6.

Local groups thought that the development of the site would sever the wildlife corridor between the Pennington Flash and the mosslands to the south and that the proposed green corridor to seek to retain this link is too narrow. Other concerns about impact on biodiversity, air pollution, local shops, services, schools and health facilities and loss of farmland.

Principle / scale of development
• Mixture of support and objections from landowners on the site for development.
Housing (inc affordable housing)
• The housing requirement for Wigan is too high. • The most recent Office of National Statistics (ONS) population projections from 2018 should be used to a calculate housing needs, not the population projections from 2016. The 2018 figures indicate lower population growth in the borough than the 2016 figures. • Inward immigration into the borough has an impact on housing needs. • Too much housing has been built and is proposed in Lowton, Golborne and Leigh than other parts of the borough.
Employment and Economy
• Empty business units and previously developed land should be used first before considering Green Belt land. • Locations closer to the M6 should be used for employment development and will be more attractive to businesses. • Many warehouses are under construction and are proposed in neighbouring local authorities e.g. St. Helens, Warrington and West Lancashire. Consequently, it was questioned as to whether any more warehouses are needed in Wigan? • Warehouse jobs created by the development will become automated in the future. • A developer has not been found for the site. Consequently, how will the site be delivered? • Jobs created on the site are likely to be low skilled and cannot be guaranteed for Wigan residents. • The jobs created on the site from the proposed development would be more beneficial to the local community than the current farming operations on part of the site.
Green Belt
• Development on the site would result in the loss of Green Belt which would merge Golborne, Lowton and Leigh and change the character of the area.

- Infrastructure to provide guided busway services to the site would have a detrimental impact on Green Belt.
- No exceptional circumstances have been demonstrated that outweigh the harm to Green Belt when the National Planning Policy Framework states that local authorities should show fully evidenced justification for a Green Belt boundary change.
- Putting Leigh Sewage Works into Green Belt serves no Green Belt purpose and has only been done to balance the loss Green Belt that is proposed for development.

Brownfield

- Empty business units should be used for new employment development.
- Brownfield sites should be used first before considering greenfield sites.

Transport – Highways / Public Transport / Cycling / Walking

- The existing road network is already at full capacity at peak times, particularly the A580 East Lancashire Road, A579 Atherleigh Way, A527 Newton Road/ St. Helens Road, Warrington Road and Winnick Lane. This proposal together with the other proposed GMSF allocations and existing development commitments in the area will significantly exacerbate congestion.
- Traffic impacts from the site and the baseline supply of housing in the area are likely to have cross boundary impacts into St. Helens Borough.
- Creating another junction on the A579 to access the site will increase traffic congestion.
- The proposed junction on the A579 can accommodate traffic flows in the area.
- A significant amount of investment in the transport infrastructure in is required to reduce traffic congestion on the local road network, but opportunities to do so are limited.
- A road connection from Leigh to the M61 is required to alleviate congestion.
- The development will add more HGVs on Winnick Lane accessing M6 Junction 22 as an alternative to the A580.
- Beech Walk is an unsuitable road to extend guided busway services into the site because the road is too narrow, suffers from potholes, is congested at peak times, subject to Tree Preservation Orders and will have a negative impact of the amenity of properties along the road.
- Other roads in Pennington are also unsuitable to accommodate an extension to guided busway services.
- The extension to the guided busway should be along the A580.
- The potential re-opening of Golborne, Kenyon Junction and Glazebury Stations will not alleviate traffic congestion in Leigh and there is a lack of detail about the proposal.
- The car parking in Leigh Town Centre for the Guided Busway is at full capacity. More spaces are required.
- Bus services should be improved from Wigan to Leigh as current journey times are slow.
- Bus services from Wigan and Leigh to Warrington, Liverpool, Trafford Park and Manchester Airport should be improved as these areas are major employment locations.
- At peak hours the Guided Busway does not have sufficient capacity, is slow and does not relieve congestion in the local area.

Physical Infrastructure and utilities

- The development will have an impact on the electricity, gas and sewer network.
- Development on site would need to build around the gas and sewer pipelines which cross the site.

Social Infrastructure

- Local schools, GP surgeries and dentists are at full capacity and will not be able to accommodate demand from the site.

Environmental – Green Infrastructure, Biodiversity, open space

- Wildlife habitats on the site for variety of species, including protected species, will be lost if development goes ahead.
- There is no information on the current ecological value of the site.
- A biodiversity net gain should be implemented on site.

- The proposed area on the site for the retention of the Wildlife Corridor is not wide enough and will have a detrimental impact on the wider wildlife corridor that connects Pennington Flash with the mosslands to the south of the site, which will impact on the ability of species to adapt to climate change.
- The watercourse on site are green assets and should be protected and need to be modelled to understand the risk of flooding from them in more detail.
- Hydrological modelling is required to determine if the site hydrologically connected to Abram Flashes (SSSI) to the North and Astley and Bedford Moss (SSSI) forming part of the Manchester Mosses (SAC) to the south.
- The recreation value of the site for walking along public footpaths will be lost.
- How will the development affect Leigh Rugby Union Football Club and the bowling green off Beech Walk?

Air Quality

- HGV movements associated with the development will increase carbon emissions and air pollution along the A580 which is already suffers from poor air pollution.
- The site and surrounding area lie in a dip which means that on cold evenings, air pollution collects around the site.
- There was no information at the drop-in events about the poor air quality along the A580.

Flood risk

- The site suffers from river flooding and groundwater flooding due to the high water table. Gardens and basements in the local area are regularly flooded by groundwater. Therefore, development on the site could affect natural drainage and increase the risk to nearby properties.
- Groundwater flood risk would be difficult to mitigate.
- The pumping station to the north of the site and the drainage ditch adjacent to Moreton Drive/Donnington Close play a significant role in draining the land in the vicinity of the site. It is important that any development on the site does not affect this drainage arrangement.
- Sustainable drainage systems are not referred to in allocation policy but should be.

Heritage

- Development on the site would result in the loss of a historic farming community in Leigh. The setting of the Yew Tree Farm listed building on the site should be respected.

Other

- Agricultural land on the site will be lost to development.
- The site has limited farming value which has decreased over time.
- Landowners on the site are concerned about their land being compulsory purchased when they are unwilling to sell their land to development.
- It was difficult to see how site would connect with surrounding roads and from the maps displayed at the drop-in sessions.
- It is difficult to find evidence of cooperation and consultation with neighbouring local authorities.
- The consultation drop-in event times were not suitable for everyone.
- Some landowners found out about the proposal from residents as no letter was sent to them from the Council.

The 2019 GM Policy GM Allocation 47: South of Pennington has been removed and will not be included in the 2020 GMSF.

GM Allocation 48: M6 J25 (609 comments)

One of the most frequent issues that residents raised was that this site was previously proposed to be allocated for employment uses during preparation of the Wigan Local Plan Core Strategy. However the Inspector dismissed the site at the examination stage in 2013. Local residents have questioned why it is proposed again when it was dismissed previously and believe that nothing has changed to warrant it coming forward again.

Residents believe that previously developed sites and empty units, of which they think there are many, should be developed first before Green Belt land. They also think that there are too many employment development proposals along the M6 in Wigan, Warrington and St. Helens. – changing the character of the area, merging settlements and don't believe there is a need for all of it to be developed.

Other concerns about impact on congestion and highway safety, biodiversity, air pollution, loss of open fields and space for recreation and impact on nearby residential properties.

Principle / scale of development

• It is questioned why the site is proposed for employment development when it was dismissed from the Wigan Local Plan Core Strategy during the Examination in 2013 by the planning inspector The site was dismissed because:
  o The site was not required to meet employment needs up to 2026;
  o The site would significantly harm the openness of the Green Belt;
  o The site would be contrary to the purpose of including land within the Green Belt;
  o The open countryside would be lost affecting the overall character of Wigan and Ashton In Makerfield; and
  o The recreational value of the land would be lost.
• The site is a logical and most commercially suitable location with motorway access.
• The site will have a positive impact on nearby existing employment sites.
• The site is a good opportunity to improve M6 Junction 25.
• The size of the site has been reduced from the first draft of the GMSF in 2016.

Housing (inc affordable housing)
• Land south of the M6 Junction 25 slip road should be allocated for housing.
Employment and Economy
• The number of jobs created by logistics development on the site is likely to be less than estimated and will be replaced by automation in the future. They are also likely to be low paid and low skilled. High value jobs in the digital sector are needed. • There is an oversupply of employment land being released from Green Belt along the M6 corridor in Wigan, St Helens, Warrington and West Lancashire. • Brownfield sites, vacant business units and town centre locations should be developed before greenfield sites. The extent to which these locations can meet or be refurbished to meet modern business needs should be assessed. • Why was the proposed employment site at Junction 26 removed from the GMSF? Junction 26 appears to be a better site than Junction 25. • Complimentary uses to the primary employment function of the site should be allowed on site.
Green Belt
• The development will significantly harm the Green Belt. • The need for warehouses on the site does not amount to special circumstances to outweigh the harm to Green Belt. • The development will merge Wigan and Ashton.

- This proposal and other proposals to remove land from Green Belt in St. Helens Borough along the M6 Motorway will merge Wigan and St.Helens.

Brownfield

- Previously developed sites and vacant premises should be used first for new employment development before building on Green Belt and greenfield sites. The proposal undermines urban regeneration.

Transport – Highways / Public Transport / Cycling / Walking

- The local road network and the M6 Motorway are already congested at peak times. The proposed development will worsen the congestion.
- The proposed smart motorway from M6 Junction 26 to Junction 21a will add further delays to traffic flow in this area.
- The cumulative impact of employment developments along the M6 in St. Helens and in Wigan will have an overall negative impact on congestion on the M6 and local roads.
- The 'half' junction arrangement at M6 Junction 25 causes traffic congestion in the local area because vehicles, including HGVs either turn around at Junction 24, travel through Ashton-In-Makerfield Town Centre or use Junction 26 and travel through Pemberton.
- The site should not be developed without a two-way junction at M6 Junction 25.
- The M58 link road proposal might ease local congestion, but it is still some years away from being built.
- Crossing points for cyclists and walkers should be built over the A49 to connect the proposed green infrastructure corridor with the Wigan Flashes.

Physical Infrastructure and utilities

- The development will have an impact on the electricity, gas and sewer network.

Social Infrastructure

- Local schools, GP surgeries and dentists are already at full capacity.

Environmental – Green Infrastructure, Biodiversity, open space

- Wildlife habitats on the site for variety of species, including protected species, will be lost if development goes ahead.
- The fishing ponds on the site should be protected.
- Concerns about impact on Glead Wood and Tan Pit Slip SBIs nearby.
- There is no information about the current ecological value of the site.
- A biodiversity net gain should be implemented on site.
- The recreation value of the site will be lost because it the footpaths on the site are well used by walkers and there is very little greenspace in Winstanley.
- The proposed green infrastructure corridor is too small and is will mitigate the loss the site to development.
- The proposed green infrastructure corridor is welcome but is unclear how it will be maintained.

Air Quality

- High levels of air and noise pollution along the M6 and A49 Warrington Road already exist. The significant level of traffic that the site will generate, especially HGVs, will exacerbate this.
- Increased noise and air pollution will have a negative impact on the health and wellbeing of local people.

Flood risk

- The Marus Bridge junction has flooded previously after heavy rainfall and there is a concern that the development could increase the risk of flooding in the area from hardstanding and impermeable surfaces.
- The site plays major role in absorbing surface water in the local area.

- Sustainable drainage systems should be used on the site.

Other

- The proposed development will cause light pollution.
- The construction of the development will be disruptive to local residents and could take many years to complete and will operate 24 hours a day.
- The proposal is too large for the site and local area and will have a negative impact on the landscape.
- The area was mined for coal which may have an impact on developing the site.
- The cumulative effect of more air pollution, congested roads, more built development, loss of fields and green space will have a negative impact on people's wellbeing.
- Loss of views, privacy and value to properties adjacent to the site.

Response to Comments

Principle of development:

There have been several material changes in circumstances since the proposals to take this site out of the Green Belt for employment development was rejected by an independent planning inspector as part of the examination of the Local Plan Core Strategy in 2013. These include:

- The Inspector's decision was taken over seven years ago and was based on an evidence base which pre-dated 2012.

- The employment market has strengthened in the borough since 2013, with much increased demand for high quality sites of a sufficient scale that are directly accessible to the motorway network.

- There has been a negligible employment take up in the borough since 2011, significantly below plan requirements, plus a longstanding and continuing trend of employment land lost to non-employment uses primarily on poorer quality sites in secondary locations.

- There is a significant shortfall against the Core Strategy requirement for 200 hectares (gross) of new employment development by 2026. The Inspector's conclusion that land at M6 Junction 25 was not needed quantitatively, on the basis that there were sufficient available and deliverable non-Green Belt sites elsewhere in the borough, has proven to be incorrect.

- At the Core Strategy examination, the site was not being promoted by a developer which cast some doubt on its deliverability. The site has now received a planning application from a well-known and leading employment developer with a strong track record of delivering employment schemes in Wigan, the North West and nationally. The planning application is also based on detailed technical reports which demonstrate the delivery of the scheme.

Furthermore, paragraph 120 of the NPPF requires planning decisions to reflect changes in the demand for land, which is to be informed by regular reviews of land allocated for development in plans and land availability.

Employment and Economy:

Based on the Employment Density Guide produced by the Homes and Communities Agency (HCA), the site is anticipated to generate in the region of 1,600 new full-time equivalent jobs.

Complementary uses to the employment proposal on site may be appropriate in principle. However, such proposals would need to be considered at the planning application stage against the needs to deliver a quality business environment which will generate significant inward investment, and new employment and training opportunities for local people.

The proposed employment allocation at M6 Junction 26 was removed from the GMSF due to doubts over its deliverability due to land ownership constraints.

Green Belt:

As set out in Section 12 of the Topic Paper, the 2020 Green Belt Harm Assessment concludes that the release of the allocation as a whole would constitute significant sprawl and encroachment on the countryside and a significant impact on preventing the merger of towns However, it is the council's view that the development will bring significant benefits, as set out in the Topic Paper, that significantly outweigh its harm and represent exceptional circumstances in accordance with national planning policy.

Transport:

The Locality Assessment, as summarised in Section 8 of the Topic Paper, and the Transport Assessment in support of the Tritax Symmetry planning application have assessed the impact of the proposed development on the local highway network and conclude that the proposed development is acceptable in highway terms, subject to mitigation measures, and does not require the delivery of an all-ways junction at Junction 25. An all-ways junction however remains an aspiration of the council and the policy requires land to be safeguarded for its potential future delivery.

The M58 Link Road is a committed scheme with a view to starting on-site in 2021.

Clause 4 of the allocation policy requires the provision of a safe pedestrian crossing on the A49. A signalised crossing facility is proposed as part of the Tritax Symmetry planning application.

Physical Infrastructure and utilities:

Infrastructure providers have been consulted throughout the plan's preparation and have not raised any capacity issues as a result of the development. However, they encourage early engagement with prospective developers in undertaking of a comprehensive masterplanning approach for the site, as set out in Clause 1 of the revised site allocation policy. Clause 8 of the revised site allocation policy requires the development to provide sufficient easements for the significant utilities infrastructure running through the site.

Environmental – Green Infrastructure:

As set out in Sections 13 and 14 of the Topic Paper, and consistent with the Tritax Symmetry planning application, a significant area of Green Belt is to be retained to the south of Winstanley. This will form a green buffer between the development and existing

residential properties protecting residential amenity and affording opportunities to extend Wigan's Green Infrastructure network with enhanced footpaths which will provide links to the new employment park and to wider green infrastructure.

Biodiversity:

GMSF Policy GM-G9 requires developments to achieve a biodiversity net gain of no less than 10%.

A desk-based study and an Extended Phase 1 Habitat Survey of the site undertaken to inform the Tritax Symmetry planning application have confirmed that there are no legally protected species recorded on the site. The Greater Manchester Ecological Unit, in response to the planning application, have identified that the most common habitat on the site is a species-poor agricultural grassland of limited nature conservation value, but that the site is relatively complex and supports some locally important habitats including established woodland, hedgerows, ponds, marsh and marshy grassland. As such, and as set out in Section 16 of the Topic Paper, the current planning application, if approved, is conditional to the delivery of a holistic, site wide Habitat and Landscape Creation and Management Plan to mitigate its impact.

Protecting biodiversity from harm, including sites of biological importance such as Glead Wood and Tan Pit Slip, is a requirement of GMSF Policy GM-G9 which expects developments to apply the mitigation hierarchy of avoiding harm to biodiversity, then mitigating any harm, then compensating for any remaining harm.

Noise and air Quality:

As set out in Section 19 of the Topic Paper, part of the site is within a designated Air Quality Management Area.

As part of the planning application, a supporting Air Quality Assessment demonstrated that the adverse impacts of the development both during construction and its future operation can be mitigated to acceptable levels using good practice control measures.

In terms of noise and vibration, the development of this site for large logistics and distribution uses is likely to generate significant noise and associated vibration. To the north, east and south of the site there are a large number of noise sensitive receptors, predominantly housing. The development is proposed to be a considerable distance from existing residential and other noise sensitive uses. Additionally, there is a wide swathe of Green Belt to be retained to the north of the site between the development and Winstanley residential area which is expected to mitigate any noise generated on site satisfactorily.

Flood risk:

The Strategic Flood Risk Assessment (SFRA) undertaken in March 2019 does not identify any strategic threats from the development of the site. The site is located in Flood Zone 1 and has a low probability of fluvial/tidal flooding with a risk of less than 1 in 1,000 per year (<0.1%).

A Flood Risk Assessment (FRA) undertaken in support of the Tritax Symmetry planning application concluded that the proposed development is acceptable in flooding and drainage terms subject to the provision of drainage mitigation works, including a Sustainable Urban Drainage System (SuDS). An important aspect of the FRA has been to

ensure development of the site does not increase the rate of surface water run-off from current levels or to significantly increase the risk of flooding elsewhere to an unacceptable level. The use of SuDS is promoted through GMSF Policy GMS-5.

Other:

Mitigating the impact of developments on residential amenity, including in terms of noise, air and light pollution, is a requirement of policies in both the Core Strategy (Policy CP17) and the GMSF (Policy GM-E1). The impact on local residents during the construction phase will be managed through a Construction Environmental Management Plan (CEMP).

A Coal Mining Risk Assessment (CMRA) prepared in 2018 in support of the planning application has identified that past coal workings pose a risk to the proposed development of the site and that measures are required to mitigate this risk through the implementation of a series of intrusive site investigation works and remedial works as deemed appropriate. These conclusions have been agreed by the Coal Authority and any future development of this site would require a planning condition to ensure that the development is implemented safely and that public health is safeguarded.

The creation of local job opportunities should contribute positively to the health and wellbeing of local residents. The retention and enhancement of public rights of way connecting the site to neighbouring residential areas and the wider countryside will encourage active travel, walking and cycling for recreation and commuting to work.

In terms of its impact on health and wellbeing. assessments have confirmed that, subject to appropriate mitigation, the development of the site is acceptable in terms of noise, air quality, and highway capacity, and the policy requires biodiversity enhancement and the safeguarding of green infrastructure. The creation of local job and training opportunities should also contribute positively to the health and wellbeing of local residents.

The loss of views and impact of the development on property value is not a material planning consideration. The development will be assessed at the time of a planning application to ensure that existing properties are not unduly impacted as a result of loss of privacy however, given that there is a significant swathe of Green Belt that is being retained between Winstanley and the development there is unlikely to be a material impact on overlooking.

GM Allocation 49: North of Mosley Common (149 comments)

Most residents commented that a significant amount of housebuilding is ongoing or planned for the area through the baseline housing land supply which is already putting the road network under considerable strain. The proposed allocation would only add to the existing congestion problems and there is little space to improve the network to ease congestion.

Residents also believed that the allocation and the baseline supply sites in the area would merge Tyldesley, Little Hulton and Boothstown, significantly altering the character of the area. People also thought that creating a new stop on the Leigh Guided Busway that crosses the site would not improve public transport connections because the buses are at full capacity at peak hours.

Other concerns about impact on biodiversity, air pollution, local shops, services, schools and health facilities and loss of farmland.

Principle / scale of development
• A high number of houses are proposed on the site and coupled with other housing sites in the local area will create urban sprawl that will merge Tyldesley, Mosley Common, Astley, Boothstown, Walkden and Worsley. • The release of a number of smaller Green Belt sites spread around the borough should be considered instead. • Low density housing should be built on site to protect the character of the area. • The allocation could be extended to the north and north east to deliver new homes or safeguarded for future development needs beyond the GMSF plan period. • not all of the dwellings proposed for the site will be built out by 2037 because significant new highways, public transport, drainage and utilities and community facilities infrastructure need to be built. • The site could be built out over ten years.
Housing (inc affordable housing)
• The 2018 Office of National Statistics (ONS) population projections which forecast lower population growth should be used, not the 2016 projections which forecast higher population growth. • Wigan Borough can meet its own housing needs without Green Belt sites based on the 2016 ONS figures and even less using the 2018 ONS figures. • Wigan Borough can meet its GMSF housing requirement on sites in the urban areas by increasing housing densities from 30 dwellings per hectare (dph) to 35 dph. • Wigan Borough should not be accommodating other district's housing needs where they cannot meet their own needs. • A high number of homes are already proposed in the east of the borough and in west of Salford. • How many affordable homes will be built on the site? • Houses on the site will be unaffordable to most people because house prices are high in Tyldesley, Astley and Boothstown.
Employment and Economy
• There are few good employment opportunities in the area.
Green Belt
• The development of the site will result in the loss of a critical Green Belt gap between Tyldesley, Little Hulton and Boothstown - effectively merging these settlements. • Exceptional circumstances that outweigh the harm to Green Belt have not been demonstrated to justify developing the site for housing, especially as Wigan can meet its housing need from sites in the urban area.

Brownfield

- Brownfield sites should be developed before Green Belt sites to deliver new homes in Wigan Borough.
- Wigan Borough can meet its housing need from sites in the urban area.
- There is no evidence in the GMSF to demonstrate that previously developed sites and vacant properties have been searched for.
- Neighbouring authorities should help deliver some of Greater Manchester's housing needs.

Transport – Highways / Public Transport / Cycling / Walking

- The existing road network is already at full capacity at peak times. This proposal together with the other proposed GMSF allocations and existing development commitments in the area will significantly exacerbate congestion.
- Morning car journeys can take over 40 minutes to travel three miles from Mosley Common to the M60 as a significant amount of traffic is traveling eastbound on the A580 towards M60 J13.
- On-street parking on roads in Mosley Common and Tyldesley contribute towards traffic congestion.
- The Mosley Common Road/A580 road junction is narrow and results in vehicles queuing to turn right towards Liverpool, blocking vehicles turning left towards Manchester, which contributes towards traffic congestion.
- M60 Junction 14 is northbound only. Consequently, the A572 Leigh Road through Boothstown is severely congested with traffic travelling towards M60 Junction 13, which has a southbound access.
- Significant road infrastructure improvements are required to reduce the severe traffic congestion in the area.
- A traffic impact assessment is required to assess how the GMSF allocations and existing housing sites will affect traffic congestion in the area
- The smart motorway along the M60 will not help to alleviate traffic congestion.
- The allocation policy proposal to improve the A580/ A577 Junction is impossible due to space constraints and would not alleviate congestion in any case.
- Mosley Common is poorly served by public transport. It is not within walking distance of the Guided Busway or the nearest train stations at Atherton and Walkden.
- There are no public transport services to south Manchester and other areas, including Warrington where many local residents work.
- Improving public transport options for the site will not reduce traffic congestion in the area because residents will still use cars to make multiple trips e.g. school runs and shopping trips.
- HS2 will not help the east of Wigan Borough.
- The Guided Busway has not helped to alleviate traffic congestion in the area. It only serves people working in Manchester or along the East Lancashire Corridor between Leigh and Manchester.
- Guided Busway services to Manchester are often full at Sale Lane in Tyldesley and are expensive.
- The traffic lights in Tyldesley town centre which prioritise Guided Busway services results in traffic congestion in the town centre.
- A new Guided Busway stop will have little impact because buses area already full at Tyldesley and there is no capacity on the route to increase service provision.
- The Guided Busway appears to be the only reason for selecting the site.
- The car parks at Atherton and Walkden stations are full and trains are full at peak times as they only have three or four carriages.
- The park and ride facility is always full resulting in many people parking on local roads. It is also difficult to access due to traffic congestion.

Physical Infrastructure and utilities

- The development will have an impact on the electricity, gas and sewer network.

Social Infrastructure

- Local schools, GP surgeries and dentists are at full capacity and will not be able to accommodate demand from the site.
- There is no evidence presented which demonstrates that local schools and healthcare facilities can accommodate additional demand from the site.

Environmental – Green Infrastructure, Biodiversity, open space

- Wildlife habitats on the site for variety of species, including protected species, will be lost if development goes ahead.
- A biodiversity net gain should be implemented on site.
- Development on the site would have a detrimental impact on the green infrastructure corridor.
- The recreation value of the site for walking and horse riding along public footpaths and bridleways will be lost.
- Many recreation areas in the area have already been lost to new housing with very few accessible greenspaces left. Residents have to walk further to find green spaces and these are now under threat to housing.

Air Quality

- There is a high level of air and noise pollution along the A580, M60 and other local roads. The significant level of traffic that the site will generate will worsen air quality.
- Increased noise and air pollution will have a negative impact on the health and wellbeing of local people.

Flood risk

- Honksford Brook floods regularly and should be protected from development and enhanced.
- Mort Lane frequently floods and causes traffic congestion.
- Development of the site will affect the natural drainage and will increase flood risk.
- If more water enters Honksford Brook, Worsley Business Park and the properties next to Ellenor Brook between Hough Lane and Garrett Lane, could be put at a greater risk of flooding.
- The site should incorporate natural flood storage measures to reduce flooding downstream in Tyldesley.
- Sustainable drainage systems should be implemented on site.

Other

- More houses in the area will increase crime.
- New homes should be sensitively designed to take account of the character of the surrounding countryside.
- The area is poorly served by shops and services and employment opportunities.
- Loss of privacy and amenity to existing properties adjacent to the site.
- Part of the site should be reserved for an extension to New Manchester Woodland Cemetery.
- The site was previously mined for coal. There are numerous mine shafts, and the area is affected by subsidence, including properties on Commonside Road.
- Farmland on the site will be lost.

Response to Comments

Principle of development:
Enough developable land has been identified to enable Wigan to meet its housing target over the period 2020-2037 without the need for further Green Belt release.

Housing:

The number of homes proposed is required to help Wigan meet its housing requirement over the period 2020-2037 and make efficient use of land in accordance with the NPPF. To achieve this, housing development is proposed in locations throughout the borough, either as part of the three GMSF allocations (in Mosley Common, Lowton and Atherton), or as part of the baseline housing supply in locations including Wigan, Standish, Leigh, Ashton and Hindley.

Information about phasing is set out in Section 24 of the Topic Paper. Engagement has taken place with the site promotors and infrastructure providers and there is considered sufficient time to provide any necessary infrastructure to serve the development.

A mix of housing will be developed on the site including market and affordable housing. Affordable housing is defined in national planning policy. In accordance with the current Local Plan Core Strategy Policy CP6, the Council will seek the provision of 25% affordable housing where this is viable, which would equate to approximately 275 affordable homes.

National planning policy requires planning policies and decisions to support the efficient use of land and to achieve appropriate densities. The allocation assumes a 50% net developable area to take account of existing and proposed infrastructure, open space provision and other site constraints. Residential densities of 35-50 dwellings per hectare are proposed, with higher densities close to bus stops on the guided busway. Clause 1 of the allocation Policy requires the development of the site to be in accordance with a masterplan that is agreed by the Council, which will be informed by site constraints to ensure that new homes are designed sensitively in relation to their surroundings.

There is no evidence demonstrating that new homes in an area results in a detrimental impact on crime.

Green Belt:

Section 12 of the Topic Paper provides information on the Green Belt assessment work that has been carried out. Green Belt is retained to the north and east of the allocation site, which ensures that settlements in the locality will not merge. Exceptional circumstances that outweigh the harm to the Green Belt have been demonstrated at both the strategic and local levels that justify the development of this site for housing.

Transport – Highways:

A Locality Assessment has been prepared which demonstrates that the transport impacts of this site allocation can be accommodated on the surrounding highway network without severe impacts. Section 8 of the Topic Paper provides a summary of the findings of this Report.

The Locality Assessment examined the capacity of thirteen junctions within close proximity to the allocation and demonstrated that the majority of these are operating at or exceeding operational capacity both with and without the increased traffic from the GMSF allocations. Mitigation schemes have been developed and tested to address the network congestion impacts on the local road network. The schemes have been shown to mitigate the impact of the allocation trips and to restore the network to a similar state as that found without the GMSF allocations.

Public Transport:

The Guided Busway intersects the allocation. A stop is located off Mosley Common Road, just west of the proposed allocation and one to the east off Newearth Road. The Busway provides a reliable, frequent and attractive journey option to key sites in the Regional Centre. It will provide residents with the opportunity to travel sustainably to reduce congestion on the highway network. Funding will be provided towards the costs of additional guided buses to increase capacity on the route. Residents should have excellent access to busway services without the need to travel to utilise park and ride facilities or to park on local roads.

In addition to the Busway route, a number of other bus routes pass close to the allocation, providing frequent services to Manchester, Salford, Leigh, Bolton, the Trafford Centre and Wigan.

Walkden rail station is located approximately 2km from the allocation, accessed via National Cycle Route 55 (parallel to the Busway), Newearth Road and Park Road, to connect with A575. It serves Manchester Victoria to the east and Wigan to the west.

All sites have been considered consistently against a robust and clear Site Selection methodology, as set out in Section 4 of the Topic Paper.

Physical Infrastructure and utilities:

As set out in Section 11 of the Topic Paper, utilities companies have been consulted on the proposed allocation and not identified any capacity issues that cannot be resolved.

Social Infrastructure:
As set out in clause 8 of the policy, the development will be required to 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 at the planning application stage that it is not needed. A financial contribution to meet the demand generated by secondary school pupils will also be required.

In terms of health facilities, clause 7 of the policy requires new health facilities on-site, potentially as part of a new local centre, or an equivalent financial contribution as appropriate, to meet additional demand generated by the development

Green Infrastructure:

The site allocation policy requires the protection and enhancement of the environs of Honksford Brook through the creation of a green infrastructure corridor.

Biodiversity:

Section 16 of the Topic Paper provides information on biodiversity in relation to the allocation.

Policy GM-G9 of the GMSF requires developments to achieve a measurable net gain in biodiversity of no less than 10%. Therefore, habitats will need to be retained or enhanced on sites rather than lost. Any planning applications will be required to submit supporting ecological assessments to ensure that the ecological impact of the proposed development is understood and a 10% biodiversity net gain can be achieved.

Open Space:
Clause 6 of the site allocation policy requires the retention and enhancement of existing public rights of way and the creation of new footpaths, including links across the guided busway corridor, where appropriate

Noise and Air Quality:
Sections 19 and 20 of the Topic Paper provide information about noise and air quality in relation to the allocation. Consistent with GMSF policy GM-S 6 Clean Air and the current Local Plan Core Strategy CP 17 Environmental Protection, noise and air quality assessments will be required to be submitted as part of the planning application process.

Flood risk:
As set out in Section 9 of the Topic Paper, a strategic flood risk assessment has concluded that the vast majority of the site is within Flood Zone 1 (low risk) with around 7% within Flood Zone 3 (a 1 in 100 or greater annual probability of river flooding). The area within Flood Zone 3 primarily follows Honksford Brook which is proposed as a green infrastructure corridor in clause 9 of the policy and will not be developed.

Given its size, the site has potential to create significant volumes of runoff if infiltration is not possible, that could place areas downstream at increased risk of flooding. As a result, the policy requires the development of the site to safeguard land for a flood storage area within the environs of Honksford Brook to mitigate this risk.

Other:

Clause 7 of the policy requires the development to provide new community and health facilities on-site, potentially as part of a new local centre, or an equivalent financial contribution as appropriate, to meet additional demand generated by the development. The site is located adjacent to existing employment uses at Parr Brow and also benefits from direct access to the Leigh Guided Busway which provides frequent services into both Leigh and Manchester City Centre for jobs, retail and leisure.

As set out in section 10 of the Topic Paper, a preliminary risk assessment of the site found a number of potential contamination sources associated with previous and current site uses. Taking account of the previous/current uses on the site and the information provided by the preliminary risk assessment, the Council will require development proposals on the site to be supported by a preliminary risk assessment at the planning application stage.

The vast majority of the site allocation is not classified as “best and most versatile” agricultural land, but there are two small isolated areas of Grade 3a agricultural land to the north of the guided busway.

GM Allocation 50: Pocket Nook (352 comments)

Residents raised the issue that one of the major landowners of the site is unwilling to sell his land for development. Some developers proposing alternative sites suggested that the housing delivery timeframes on the site are too optimistic because they do not consider the construction impact of HS2 that will run through the site.

Some residents thought that Wigan should not be accommodating other district's housing needs where they cannot meet their own needs and that the Wigan Local Plan Core Strategy limits the amount of development in Lowton, but the GMSF is proposing more development in the area.

Other concerns about impact on biodiversity, air pollution, local shops, services, schools and health facilities and loss of farmland.

Principle / scale of development
• Some landowners on the site are unwilling to sell their land for development and their land should be removed from the allocation. • Other landowners of the site support the development. • Concerns that land will be compulsory purchased.
Housing (inc affordable housing)
• The Wigan Local Plan Core Strategy limits the amount of development in Lowton, but the GMSF is proposing more development in the area. • The 2018 ONS population projections which forecast lower population growth should be used, not the 2016 projections which forecast higher population growth. • Wigan can meet its own housing needs without needing Green Belt sites based on the 2016 ONS figures and even less sites would be needed to meet the 2018 ONS figures. • Wigan can meet its GMSF requirement on sites in the urban areas by increasing housing densities from 30 dph to 35 dph. • Wigan should not be accommodating other district's housing needs where they cannot meet their own needs and It should not be considered as exceptional circumstances. • Housing targets are not mandatory. • The houses proposed for the site will not be affordable houses and even if a proportion are, they still will not be affordable. • HS2 will delay the timescales for housing delivery within the plan period and more housing sites are therefore required.
Employment and Economy
• There is a too greater emphasis on attracting logistic developments to Wigan. There should be a better balance of businesses. • A better site for employment development would be south of the A580 between the A572 and A572 as it would be closer to Stone Cross Business Park and Newton-Le-Willows Station. • The provision of employment land along the M6 and East Lancs Road Corridors should be coordinated between Wigan Council, St. Helens Council and Warrington Borough Council, instead of the authorities competing against each other for investment. • Wages in the logistics industry are low. • Jobs created in the logistics industry will lost to automation in the future.
Green Belt
• Development on the site would result in the loss of Green Belt which would merge Golborne, Lowton and Leigh and change the character of the area.

- Infrastructure to provide guided busway services to the site would have a detrimental impact on the retained Green Belt between the site and Pennington.
- No exceptional circumstances have been demonstrated that outweigh the harm to Green Belt when the National Planning Policy Framework states that local authorities should show fully evidenced justification for a Green Belt boundary change.
- Putting Leigh Sewage Works into Green Belt serves no Green Belt purpose and has only been done to make it appear that less Green Belt is proposed for development overall.

Brownfield

- Empty business units should be used for new employment development.
- Brownfield sites should be used first before considering greenfield sites.

Transport – Highways / Public Transport / Cycling / Walking

- The existing road network is already at full capacity at peak times, particularly the A580 East Lancashire Road, A579 Atherleigh Way and Newton Road. This proposal together with the other proposed GMSF allocations and existing development commitments in the area will significantly exacerbate congestion.
- Creating another junction on the A579 to access the site will increase traffic congestion.
- It is feasible to create a junction to access the site from the A579.
- Pocket Nook Lane should not be used to access the site because it too narrow.
- Pocket Nook Lane could be used to access part of the site if it was widened.
- Concerns over the requirement for a bridge over the HS2 including whether there is a need for it, the impact it would have on the maintenance and access arrangements for the HS2 line and the funding for it.
- Improving traffic congestion on the A580 should be a priority considering it is the main non-motorway route between Manchester and Liverpool.
- There are no safe separated cycle lanes in the area.
- Improvements to public transport should be made before any further development in the area commences.
- The area is poorly served by buses and there are no direct buses to Warrington, Bolton, Manchester or Liverpool.
- An extension to the guided busway services along Beach Walk is inappropriate because the road is narrow, suffers from potholes, is congested at peak times and trees along the road are subject to TPOs. It would also harm the amenity of properties along the road.
- The extension to the guided busway services should be along the A580 not Beech Walk.
- Not all people work in Manchester and rapid public transport options are required for people living in Leigh, Golborne and Lowton to travel to Liverpool, Warrington, Manchester Airport and Trafford Park which are major employment destinations.
- Leigh needs a train station.
- HS2 is uncertain.

Physical Infrastructure and utilities

- The development will have an impact on the electricity, gas and sewer network.

Social Infrastructure

- Local schools, GP surgeries and dentists are at full capacity and will not be able to accommodate demand from the site.
- There is no evidence presented which demonstrates that local schools and healthcare facilities can accommodate additional demand from the site.

Environmental – Green Infrastructure, Biodiversity, open space

- Wildlife habitats on the site for variety of species, including protected species, will be lost if development goes ahead.

- A biodiversity net gain should be implemented on site.
- Development on the site would have a detrimental impact on the wildlife corridor.
- The recreation value of the site for walking along public footpaths will be lost.

Air Quality

- There is a high level of air and noise pollution along the A580. The significant level of traffic that the site will generate will worsen air quality.
- Increased noise and air pollution will have a negative impact on the health and wellbeing of local people.

Flood risk

- Part of the site is at risk of flooding and new development on the site will make the issue worse.
- Sustainable drainage systems should be implemented on site.
- Carr Brook should be protected from development and enhanced as a green infrastructure.

Other

- Farmland on the site will be lost.
- Pipelines run underneath the site and require easements.
- Groundwater Source Protection Zones exist on the site and development should avoid Source Protection Zone 1.

Response to Comments

Principle of development:

The principle of development at Pocket Nook, which is not in the Green Belt, is established in Policy SP4 of the Local Plan Core Strategy which identifies it within a broad location for new development.

The unwilling landowner owns a strategic part of the site. Removing this from the allocation would jeopardise the delivery of the proposed through road which will enhance traffic flow and help to mitigate congestion in the area. A notable proportion of the unwilling landowner's land is likely to be compulsory purchased by the Government to facilitate the delivery of High Speed 2. The Council also has CPO powers within its remit to facilitate, if necessary, the wider comprehensive development of this site. However, the use of CPO powers will be a last resort and only used if an alternative resolution cannot be found.

Housing:

As a successor document, the GMSF is not required to be in accordance with the policy framework set in the Wigan Local Plan Core Strategy. Whilst Policy SP4 of the Local Plan Core Strategy, which permits approximately 1,000 homes on safeguarded land in Golborne and Lowton, is proposed to be saved until replaced by a future Wigan Local Plan, a 2017 appeal decision in favour of residential development on safeguarded land in Standish, concluded that the 1,000 figure has limited weight and should not restrict sustainable development which is in accordance with the development plan as a whole.

The delivery of 600 homes on the site will make an important contribution to meeting housing needs in the borough. Not delivering the site would require the release of additional Green Belt, either in the borough or elsewhere in Greater Manchester.

Affordable housing requirements are set out in local planning policy, not the GMSF. Policy CP6 of the Local Plan Core Strategy seek the provision of 25% affordable housing

on sites of 10 or more homes, where this is viable. For a scheme of 600 homes, this would equate to around 150 affordable homes.

HS2 proposals will inevitably influence the delivery and phasing of development on part of the site. The western part of the allocation is proposed as a construction compound for HS2, which is scheduled to be operational until 2028. This will restrict the delivery of the employment development and some housing close to the HS2 line, until the later phases of the plan period. As with all major infrastructure development, there is a risk of slippage in delivery timescales which may also have an impact.

Green Belt:

Pocket Nook is not within the Green Belt. Exceptional circumstances therefore do not need to be demonstrated.

Brownfield:

Prioritising the use of brownfield land to meet development needs is a key objective of the GMSF as set out in the strategic objectives and Policy GM-S1. All known brownfield sites within the borough that are deemed suitable and deliverable for residential development are included within the borough's housing land supply. However, there is simply not enough deliverable brownfield sites in the borough to meet identified needs, particularly in the short term, due to associated viability issues on some previously developed sites such as contamination, often as a result of their industrial or mining legacy.

Transport – Highways:

The Locality Assessment has assessed the impact of the proposed development on the local highway network, including the capacity of ten junctions close to the allocation, and concludes that the proposed development is acceptable in highway terms.

A through road connecting the A579 Atherleigh Way to Newton Road via Enterprise Way is considered the most effective means of accessing the site, which will bring benefits in terms of integration with the existing settlement, the ability for the development to be served by bus services, and the alleviation of traffic congestion on the existing highway network within Lowton. Access to the site, or part of the site, from Pocket Nook Lane is not envisaged or a requirement of the policy. It would require the bridging of Carr Brook and the widening of Pocket Nook Lane, which could have ecological and highway impacts that would need to be addressed at the planning application stage.

Public transport:

As set out in the Greater Manchester 2040 Transport Strategy, whilst the area is poorly served by public transport, there is an opportunity to provide connecting services to the Leigh Guided Busway, via Pocket Nook, to enhance public transport accessibility.

The TfGM New Rail Station Study has also identified the need for a new rail station in the area, which, if delivered, would provide regular services between Wigan and Manchester.

Bus Service 34, operated by Arriva, operates along Newton Road, providing the allocation with an important connection to Newton-le-Willows rail station, offering interchange to destinations such as Manchester Airport, Liverpool, Warrington, Chester and Leeds.

Land South of Pennington is no longer proposed to be released from the Green Belt for employment uses. New bus infrastructure to connect Pocket Nook with guided busway services will therefore use the existing road network rather than Green Belt land.

Utilities:

As set out in Section 11 of the Topic Paper, utility companies have not expressed any concern at the development of the site, however early engagement with prospective developers in the masterplanning of the entire site is to be encouraged.

Social infrastructure:

Consultation with education and health providers has confirmed that new provision is not required within the allocation to address local needs. However, developers will be required to make an appropriate financial contribution, through a planning obligation or planning condition, based on an analysis of need at the planning application stage, to mitigate any education and/or health needs arising from the development.

Environmental:

New developments will be required to secure a 10% biodiversity net gain, in line with GMSF Policies GM–G 2 and GM-G 10 and Local Plan Core Strategy Policy CP9.

In line with Environment Agency advice, clause 7 of the site allocation policy requires development of the site to protect and enhance the environs of Carr Brook through the creation of a green infrastructure corridor.

Clause 6 supports the retention or rerouting of existing public footpaths within the site to ensure safe and convenient access for pedestrians and cyclists to local services and adjoining green spaces.

Noise and air quality:

Proposed developments will need to be supported by noise and air quality assessments in accordance with GMSF policy GM-S 6 and Local Plan Core Strategy CP17.

Flood risk:

The northern boundary of the site has been redrawn to reflect existing development proposals together with identified water courses, drainage and flood zones. This omits areas at risk of flooding. Clause 7 also requires the protection and enhancement of Carr Brook through the creation of a green infrastructure corridor. The use of SuDS is promoted through GMSF Policy GM-S5.

Other:

Policy CP 17 of the Local Plan Core Strategy seeks to protecting our 'best and most versatile' agricultural land from irreversible loss. However, based on Agricultural Land Classification mapping from Natural England, there is no evidence to suggest that the farmland at Pocket Nook is best and most versatile. Three Groundwater Source Protection Zones have been identified either within or immediately adjacent to the northern boundary of the site. Clause 8 of the policy requires developers to ensure that groundwater resources are not jeopardised through the construction process or uses thereafter.

GM Allocation 51: West of Gibfield (70 comments)

Similar to the comments received on Pocket Nook and North of Mosley Common, residents thought that the housing requirement is too high because the 2018 ONS population projections should be used, being the most up-to-date and indicate a lower population growth. People also thought that previously developed sites and empty properties should be used first before considering sites in Green Belt.

People thought that the site and the other nearby large development sites in Bolton will result in significant urban sprawl, merging Atherton and Westhoughton.

The allocation policy requires the creation of a country park and some residents were sceptical about whether this would materialise as a similar proposal to create a country park had been proposed in the past but never happened because the developer went out of business.

Other concerns about impact on road network, biodiversity, air pollution, local shops, services, schools and health facilities and loss of farmland.

Principle / scale of development
• The extent to which development on site should contribute towards the funding of the M61 link road is unclear. • The site could start to deliver dwellings in 2022 and be built out in two phases over around a 13 year period. • There is the potential to extend the allocation the west to deliver more homes.
Housing (inc affordable housing)
• The 2018 Office of National Statistics (ONS) population projections which forecast lower population growth should be used, not the 2016 projections which forecast higher population growth. • Brexit will reduce immigration, therefore less housing is required in Wigan. • Wigan can meet is own housing need without the need to build on Green Belt. • A disproportionately high number of homes are proposed in the Atherton area compared to the rest of Wigan Borough. • There is a considerable amount of housing already proposed and under construction in Wigan Borough. • There are many homes for sale in the area. • Serviced apartments for the over 65s should be built instead of bungalows which will reduce land take. • More affordable homes should be built on the site.
Employment and Economy
• Empty business units should be used first, and refurbished where necessary to meet modern business needs, before releasing land in the Green Belt for new units. • The site is a long way from the motorway network and would not be attractive to logistics development.
Green Belt
• The site and the other nearby large development sites in Bolton will result in significant urban sprawl, merging Atherton and Westhoughton. • A disproportionately large amount of Green Belt and greenspace will be lost around Westhoughton and Atherton compared to other areas in Greater Manchester. • The proposal is sensible and sustainable urban extension that retains the gap between Gibfield and Westhoughton.
Brownfield
• Brownfield sites in the urban area should be developed instead of Green Belt sites.

- There are lots of vacant properties in the area which should be occupied before Green Belt is released; there are approx. 12,000 across Greater Manchester.

Transport – Highways / Public Transport / Cycling / Walking

- The existing road network is already at overcapacity at peak times including: the roundabouts at Chequerbent for the M61 at Junction 5 and at the intersection of the A58 and A6; Syndale Way; Schofield Lane; Wigan Road; Atherleigh Way; Lovers Lane; Leigh Road; Newbrook Road; and Platt Lane. This proposal, together with the other proposed GMSF allocations and existing development commitments in the area e.g. South of Atherton, will exacerbate this.
- More traffic will increase the risk of traffic accidents and delay the response time of emergency services.
- The additional traffic will make pot holes in the local roads worse.
- Off road parking should be provided for residents.
- The proposed new link road from Atherleigh Way to the M61 will not resolve traffic congestion because it will encourage more vehicles to travel through the area.
- The impact on traffic flows that the proposed link road will have on the M61 needs to be assessed.
- Chequerbent Roundabout would need to be upgraded to accommodate increased traffic flows using the new link road and from large new developments such as Hulton Park.
- The traffic congestion impacts will be widespread and will be felt on the A580 and M60.
- The proposals to upgrade the rail infrastructure and services on the Atherton line are welcome.
- The car parks at Atherton and Westhoughton stations are full and should be expanded. The trains at these stations are full at peak times as they only have three or four carriages.
- How would the proposal impact on Daisy Hill Station?
- New bus services should be introduced to service the development.

Physical Infrastructure and utilities

- The development will have an impact on the electricity, gas and sewer network.
- A gas pipeline runs through the site.
- Ground conditions are poor on the site because it was previously used to store mining spoil.

Social Infrastructure

- Local schools, GP surgeries and dentists are at full capacity and will not be able to accommodate demand from the site.
- There is no evidence presented which demonstrates that local schools and healthcare facilities can accommodate additional demand from the site.

Environmental – Green Infrastructure, Biodiversity, open space

- The development will result in the loss of wildlife habitats, some of which are protected, and which serve as mitigation for earlier development proposals to the east of the site.
- The development would sever the wildlife corridor on the site that extends into the wider area.
- A biodiversity net gain should be implemented on site.
- The Site of Biological Interest (SBI) on the site should be protected from development.
- The proposal will result in the loss of open land used for recreation, e.g. walking, dog-walking and fishing.
- There should be a green buffer between the development and existing houses.
- Public rights of way across the site should be retained.

- The site was previously proposed as a country park by Black Country Properties when the Gadbury Fold site was developed. The country park never materialised and local residents are still angry about it and fear this will happen again.
- Where will new open space provision be located on the site?
- New open space provision on the site will not be as good for recreation as the open fields that will be lost.

Air Quality

- Air quality in the area is already poor and will be made worse by the additional traffic created by new houses, businesses units and the new link road.
- The new link road will increase noise pollution.

Flood risk

- Part of the site is at risk of flooding and should be protected from development.
- Sustainable drainage systems should be implemented on site and referred to in the allocation policy.

Heritage

- Concerns about the merging of historic towns of Atherton and Westhoughton.

Other

- The cumulative effect of new development in the area on traffic, noise, air pollution, green space and urban sprawl will make the area unpleasant to live in and have a negative impact on people's wellbeing.
- More houses in the area will increase crime.
- The views across the fields will be lost.
- The residential amenity and privacy of residents living adjacent to the proposed development will be affected. Privacy distances need to be increased.
- Loss of property values in the area, particularly houses that are adjacent to the site.
- Farmland will be lost.
- A letter should have been posted to all residents in the area.

Response to Comments

Housing:

Approximately one seventh of the borough's housing land supply to 2037 is in the Atherton area (Atherton and Atherleigh Wards combined). This is a higher proportion than some other areas in the borough but by no means disproportionate. New residential development in Atherton benefits from good rail access on the Wigan-Manchester line and will contribute to the regeneration of the area forming part of the Wigan-Bolton growth corridor identified in Policy GM-Strat 8. The area also has a number of large deliverable sites that are outside the Green Belt (including South of Atherton and East of Atherton) that are safeguarded for future development in the adopted development plan, and will make a notable contribution towards meeting identified housing needs whilst reducing Green Belt release.

Prioritising the development of brownfield sites and the reuse of vacant buildings is a key objective of the GMSF as set out in Policy GM-S1. Homes for sale in an area does not reflect low demand but represents churn which is important for a healthy housing market.

25% affordable housing will be required in accordance with Local Plan Core Strategy CP6, subject to viability.

Employment and economy:
The GMSF proposes a substantial mixed-use development of the site, comprising around 500 homes and 45,500 sqm of B1, B2 and/or B8 employment floorspace. The

employment development will be delivered in the south east of the allocation as a logical extension to the existing employment area at Gibfield Park. It is envisaged that this will consist predominantly of light industrial uses, not logistics uses which tend to require larger plots to what will be available.

Green Belt:

As set out in Section 12 of the Topic Paper, the 2020 Green Belt Harm assessment concludes that the release of the allocation would weaken the Green Belt boundary and significantly reduce the connectivity of adjacent retained Green Belt by narrowing the Green Belt gap between Atherton and Westhoughton to the north of the allocation. Harm to the Green Belt purposes is not considered as significant in the southern and central parts of the site. Despite this, it is the council's view that the development will bring significant benefits, as set out in the Topic Paper, that will significantly outweigh its harm and represent exceptional circumstances in accordance with national planning policy. A significant proportion of the allocation is to be retained within the Green Belt and developed as a country park.

Transport – Highways:

The Locality Assessment has assessed the impact of the proposed development on the local highway network and concludes that the proposed development is acceptable in highway terms, subject to mitigation measures. This is covered in clause 5 of the policy. The policy also requires the development to safeguard sufficient land to allow for a potential future extension of Gibfield Park Way northwards to the M61.

The transport study suggests the traffic generated by the West of Gibfield may travel to the A580 East Lancashire Road and M60, however, the traffic impact is low and there is no discernible effect on the performance of the strategic sections of highway.

There is no evidence to suggest that the traffic generated by West of Gibfield and all other GMSF allocations will increase the risk of traffic accidents and delay the response time of emergency services.

Parking will be provided in accordance with local planning policy.

Public transport:

Much of the allocation is within an easy walking distance of existing bus stops which provide frequent services to a range of destinations within both the local area and beyond to Wigan, Leigh and Bolton. The V2 service from Atherton provides frequent and fast services to Manchester city centre. The need for any diversions or improvements to existing bus services can be explored further at the time the proposals are brought forward for development.

The Greater Manchester 2040 Transport Strategy details proposals to increase the frequency of services on the Wigan – Manchester railway line (serving Daisy Hill and Atherton) to four trains per hour in the peak periods. These will provide significant enhancements to existing rail services, providing frequent services to the regional centre from the allocation. In addition, there are prospects for 'tram-train' services on the line with potential further frequency increases.

The car parks at Atherton and Westhoughton rail stations should not be impacted by the allocation. The policy requires the development to provide safe and convenient access for pedestrians and cyclists to Daisy Hill and Hag Fold rail stations.

Physical Infrastructure and utilities:

As set out in Section 11 of the Topic Paper, utilities companies have been consulted on the proposed allocation and not identified any capacity issues, just requiring sufficient easements to protect utility infrastructure. This is covered in clause 10 of the policy.

As set out in Section 10 of the Topic Paper, a preliminary risk assessment of the site, undertaken by LKC on behalf of the site promoter, identified a high gas risk on the site and some low to moderate risks relating to contamination. However, LKC concluded that the assessment provided sufficient information to allow the validation of any future planning application and for conditional planning approval to be granted.

Social Infrastructure**:**

Consultation with education and health providers has confirmed that new provision is not required within the allocation to address local needs. However, developers will be required to make an appropriate financial contribution, through a planning obligation or planning condition, based on an analysis of need at the planning application stage, to mitigate any education and/or health needs arising from the development.

Green Infrastructure and open space:
As set out in clause 8 of the policy, the development will provide a substantive accessible green infrastructure corridor and country park on land remaining in the Green Belt within the allocation, and ensure ongoing arrangements for its maintenance, agreed with the Council. The delivery of the country park will provide enhanced and accessible recreation opportunities within the area, benefitting the health and wellbeing of local residents.

Public footpaths will be retained or rerouted to ensure safe and convenient access to pedestrian and cyclists to bus and rail services.

Biodiversity:
The delivery of the country park will make a notable contribution to the requirement for achieving at least a 10% biodiversity net gain from the development.

As set out in Section 16 of the Topic Paper, an Ecological Assessment of the site undertaken by TEP on behalf of the site promoters identified that the site contains a number of different habitats varying in quality. These include wildlife corridors, ponds and acid grassland, which will need to be carefully considered as part of the site's development. As such, any development within these areas will need to be supported by a range of ecological surveys at the masterplanning and planning application stage.

Noise and Air Quality:
A Baseline Air Quality Assessment and a Strategic Environmental Noise Review have been undertaken by specialist consultants on behalf of the site promoter. These recommend that any future planning application for the site will need to be supported by detailed air quality and acoustic assessments to ensure that appropriate mitigation measures are implemented as required.

Flood Risk:
The Drainage and Flood Risk Appraisal confirms that the site is located almost entirely within Flood Zone 1. The majority of the land has a low probability of flooding. A small area of former colliery land to the west adjacent to Lower Leigh Road has a higher risk of flooding (Flood Zone 2 and 3), but this land is excluded from the proposed development

area and will form part of the proposed Country Park. The use of SuDS is promoted through GMSF Policy GMS-5.

Other:
Clause 1 of the revised policy requires the development of the site to be in accordance with a masterplan that has been approved by the council. This will ensure a co-ordinated approach to the development and ensure that the design and layout takes account of key constraints and opportunities presented by the site and incorporates mitigation measures that are required in terms of issues such as green space, landscaping, air quality and noise.

The site is not intensively farmed and is generally of low quality having limited agricultural yield. The Agricultural Land Classification reveals that the site does not contain “Best and Most Versatile” Farmland.

There is no evidence demonstrating that new homes in an area results in a detrimental impact on crime.

Further comments on the overall proposals for Wigan, including strategic transport interventions (123 comments)

Principle / scale of development
• Wigan has fewer GMSF development allocations than other districts of Greater Manchester. • Too much development is proposed in the east of Wigan Borough compared to the west. • Some landowners on the proposed allocations at South of Pennington and Pocket Nook will not sell their land for development.
Housing (inc affordable housing)
• The 2018 Office of National Statistics (ONS) population projections which forecast lower population growth should be used, not the 2016 projections which forecast higher population growth. • Wigan Borough can meet its own housing needs without Green Belt sites. • Wigan Borough can meet its GMSF housing requirement on sites in the urban areas by increasing housing densities from 30 dwellings per hectare (dph) to 35 dph. • Wigan Borough should not be accommodating other district's housing needs where they cannot meet their own needs. • The Wigan Local Plan Core Strategy limits the amount of development in Lowton, but the GMSF is proposing more development in the area. • Many of the brownfield housing sites in the borough are undeliverable and new housing sites in Green Belt are required. • A high number of homes are already proposed in the east of the borough and in west of Salford.
Employment and Economy
• Quality jobs in the digital industry should be promoted in Wigan rather warehouse type jobs in the logistics industry that are likely to become automated in the future. • Many jobs have been lost in Leigh because of poor public transport options. • A significant amount of warehousing is under construction and proposed in St. Helen's Borough, which means there is likely to be less demand along the A580 in Wigan Borough. • An 'all-ways' M6 Junction 25 is required to accommodate the vehicle movements associated with the GMSF allocation at this junction, but if proposed, it is likely that it would be built after the allocation is developed. • Why was the proposed employment allocation at M6 Junction 26 removed from the GMSF? It is a better site than Junction 25 because it has an 'all-ways' junction, closer the M58 and more visible from the motorway.
Green Belt
• Exceptional circumstances that outweigh the harm to Green Belt have not been demonstrated to justify releasing Green Belt land for development.
Brownfield
• Brownfield sites and derelict properties should be developed before Green Belt sites to deliver new homes in Wigan Borough. • Wigan Borough can meet its housing need from sites in the urban area. • More land is proposed for Green Belt release in Wigan than any other Greater Manchester district. • There is no evidence in the GMSF to demonstrate that previously developed sites and vacant properties have been searched for.
Transport – Highways / Public Transport / Cycling / Walking

- The existing road network in Wigan is already at full capacity at peak times. The GMSF allocations and existing development commitments in the borough will significantly exacerbate congestion.
- The car parks at train stations are full and trains are full at peak times and are old.
- Leigh suffers from poor accessibility which limits opportunities to quality jobs and education facilities for local residents. The town needs a train station.
- Improvements to the junctions along the A580 in Lowton have not been implemented despite new housing being permitted and constructed in Lowton.
- Wigan needs a full network of connected cycle and pedestrian routes around the borough, which also connect into other local authority areas.
- Bus services have been reduced which has a negative impact on school journeys.
- Public transport connections in Wigan Borough should connect and be co-ordinated with public transport connections in Warrington e.g. Newton-Le-Willows train station.
- Many of the transport interventions in the Greater Manchester Transport Strategy will not be built until after 2040.

Physical Infrastructure and utilities

- New development will have an impact on the electricity, gas and sewer network.

Social Infrastructure

- Local schools, GP surgeries and dentists are at full capacity and will not be able to accommodate demand from the site.
- There is no evidence presented which demonstrates that local schools and healthcare facilities can accommodate additional demand from the site.

Environmental – Green Infrastructure, Biodiversity, open space

- Wildlife habitats on the GMSF proposed development sites will be lost if development goes ahead.

Air Quality

- There is a high level of air and noise pollution along the A580, M60 and other local roads. The significant level of traffic that the site will generate will worsen air quality.

Other

- Concerns about the transparency the GMSF process.
- The increase in development, air pollution, traffic, noise, impact on health and education facilities and loss of greenspace will have a negative impact on the health and wellbeing of local residents.

Response to comments

Principle of development:

Four GMSF allocations are proposed in Wigan. Combined with its baseline housing and employment land supply sufficient land has been identified to enable Wigan to meet housing and employment needs. Housing and employment development is proposed in locations throughout the borough, either as part of the GMSF allocations at Mosley Common, Lowton, Atherton and Junction 25 of the M6, or as part of the baseline housing supply in locations including Wigan, Standish, Leigh, Ashton and Hindley.

Land South of Pennington is no longer proposed to be released from the Green Belt for employment uses because of concerns over its deliverability due to land ownership constraints.
The principle of development at Pocket Nook, which is not in the Green Belt, is established in Policy SP4 of the Local Plan Core Strategy which identifies it within a broad location for new development. The unwilling landowner owns a strategic part of the site.

Removing this from the allocation would jeopardise the delivery of the proposed through road which will enhance traffic flow and help to mitigate congestion in the area. A notable proportion of the unwilling landowner's land is likely to be compulsory purchased by the Government to facilitate the delivery of High Speed 2. Not delivering the site would require the release of additional Green Belt, either in the borough or elsewhere in Greater Manchester to compensate.

Housing:

The housing need figure used in the GMSF 2020 has been derived using the Government's standard methodology for calculating local housing need. Greater Manchester authorities have decided to share this total housing need figure between the districts based on the overall spatial strategy in the GMSF. Through this process individual housing targets for each of the ten districts have been identified and sufficient deliverable land has been identified to meet the overall need of Greater Manchester and to deliver the overall strategy. As a successor document, the GMSF is not required to be in accordance with the policy framework set in the Wigan Local Plan Core Strategy.

The GMSF sets out a very clear preference of using previously developed land and vacant buildings to meet development needs. However, identified housing needs to 2037 cannot be met without the release of some Green Belt and greenfield land for housing. Within Wigan both brownfield and greenfield land has been identified in the baseline housing supply and all of the sites have been assessed to ensure that they are deliverable, or developable. In addition, the GMSF applies a buffer of more than 15% to the land supply over the plan period to provide flexibility and to take account of sites in the early years that may face challenges due to their brownfield nature. Sufficient housing land has been identified to enable Wigan to meet its housing target over the period 2020-2037.

The GMSF seeks to use land as efficiently as possible and as such it introduces a density policy which properly seeks to deliver higher density development in the most sustainable locations. A minimum net residential density of 35 dwellings per hectare is proposed. However, lower densities may be acceptable on some sites due to the local housing market, or site-specific factors.

Employment and Economy:

The GMSF makes land available for new offices as well as new industrial and warehousing developments. Wigan is projected to continue to see a decline in the number of people working in traditional industries over the life of the GMSF plan and there is a real need to diversify the local economy to accommodate other sectors such as logistics and distribution uses. The logistics and distribution sector continues to expand and the M6, the A580 and the M61 are strategically important growth corridors that can facilitate this expansion successfully.

The proposed employment allocation at M6 Junction 26 was removed from the GMSF due to doubts over its deliverability due to land ownership constraints. The current planning application at M6 Junction 25 demonstrates that the site is available and deliverable in the short to medium term to generate new investment, employment and training opportunities for Wigan. The site allocation policy for M6 Junction 25 safeguards land to facilitate the potential future provision of an all-ways junction.

Green Belt:

Exceptional circumstances that outweigh the harm to the Green Belt have been demonstrated on a strategic and local level that justify the release of Green Belt land in Wigan.

Brownfield

The GMSF sets out a very clear preference of using brownfield land and vacant buildings to meet development needs. The Wigan baseline housing supply is informed by the Strategic Housing Land Availability Assessment, which involves a rigorous site selection process considering both brownfield and greenfield sites. However, housing sites must be developable over the plan period and identified housing needs to 2037 cannot be met without the release of some greenfield land for housing. Green Belt is proposed for release in locations all over Greater Manchester and the level of release in Wigan is not considered disproportionate and is necessary to meet development needs.

Transport:

The Locality Assessments for the four proposed site allocations in the borough assess the impact of the proposed developments on the local highway network, taking into account the baseline housing supply sites, and all conclude that the proposed allocations are acceptable in highway terms, subject to mitigation measures. The A580 carries a significant volume of traffic to and from the Regional Centre. The junction modelling work undertaken indicates that each of the junctions along the corridor is operating under considerable stress by 2040 and it is anticipated that a strategic corridor based approach to improving the operation of the junctions will be required. These conclusions are reflected in the site allocation policies and the policies in the Our Integrated Network section of the GMSF, as appropriate.

Greater Manchester has ambitious plans to develop the Bee Network - the UK's largest cycling and walking network - and the Combined Authority has allocated £160m between 2018-2022 to fund its first phase. At its core is a programme of new and upgraded pedestrian and cycling crossing points of major roads and other sources of severance. These are connected by a network of signed cycling and walking routes known as Beeways on existing quiet streets. These will be complemented by a number of routes on busier roads where Dutch style cycle lanes protected from motor traffic will be constructed.

Strategic Outline Business Cases for new rail stations in Golborne, Chat Moss and Little Hulton are being prepared by TfGM. If delivered, the introduction of new rail stations will help to support growth and reduce congestion in Wigan.

The Council, in conjunction with TfGM, will continue to explore the possibility of expanding park and ride provision in Wigan Borough, and to manage existing parking at stations/stops to ensure maximum availability of spaces for public transport users.

Greater Manchester is set to benefit from major Network Rail investment in the 'Northern Hub', which will increase capacity and allow more services to operate across the northern network focusing on central Manchester. The Government has recently confirmed its commitment to HS2, including Phase 2B. In order to work out how best to deliver Northern Powerhouse Rail and Phase 2b more effectively, the Government has committed to draw up an integrated plan for rail in the North, informed by an assessment from the National Infrastructure Commission.

As detailed in the Greater Manchester Transport Strategy 2040, the vision is to develop a modern low-emission accessible bus system, fully integrated with the wider Greater Manchester transport network on which everyone will be happy to travel regardless of their background or mobility level.

The Delivery Plan (2020 – 2025) sets out practical actions planned to deliver the Greater Manchester Transport Strategy 2040 and provide a coordinated approach to transport investment. It has been prepared in parallel with the GMSF. Together these documents demonstrate an integrated approach to transport and land use planning by identifying the strategic transport interventions required to deliver growth. This Delivery Plan fully aligns with the new GMSF. In particular, it demonstrates a clear plan for delivering strategic transport interventions for the first five years of the GMSF plan period. This Delivery Plan also lays the foundations in order to achieve the needs of the remainder of the GMSF plan period.

Physical Infrastructure and utilities:

Proposed development will be supported by necessary infrastructure including the provision of utilities as required. Utilities companies have been consulted on the proposed allocations and not identified any capacity issues that cannot be resolved.

Social Infrastructure

Consultation has taken place with education and health providers. Where appropriate, housing developments will be required to make a financial contribution to the provision of social infrastructure and/or set land aside land for new facilities, proportionate to the additional demand that they would generate.

Environmental: Biodiversity

Policy GM-G9 of the GMSF requires developments to achieve a measurable net gain in biodiversity of no less than 10%. Therefore, habitats will need to be retained or enhanced on sites rather than lost. Any planning applications will be required to submit supporting ecological assessments to ensure that the ecological impact of the proposed development is understood and a 10% biodiversity net gain can be achieved.

Air Quality:

Policy GMS-6 of the GMSF includes a variety of measures to reduce the potential impacts of new development on air quality. In Wigan proposed developments will need to be supported by air quality assessments in accordance with GMSF policy GM-S 6 and Local Plan Core Strategy CP17, where appropriate.

Other:

The GMSF is supported by a wealth of publicly available evidence to demonstrate how policies have developed and the justification for new development proposals. Engagement with stakeholders, including local residents, is in accordance with district's Statements of Community Involvement, which are in compliance with national legislation.

The GMSF has a comprehensive range of policies which aim to protect and improve local environments. New developments will be rigorously assessed to ensure they satisfy the high standards of planning policies in delivering higher quality development and in minimising adverse impacts.

3.3. Further comments

A further 873 comments were received on the overall proposals (including strategic transport intervention)

Principle / scale of development
• The plan should use the latest 2016 housing forecasts instead of the higher 2014 forecast and should cover a 15-year timeframe rather than 20 years; if it did, there would be enough land available without releasing Green Belt**.**
Housing
• No confidence in the government's methodology used for projecting future housing growth • Instead of building flats and apartments which are being bought by foreign investors, why are we not prioritising local need? • Perhaps we should be asking how sustainable global human population growth is rather than how we can expand our towns and cities.
Employment and Economy
• Economic growth projections with the uncertainty of Brexit and other Western World growth challenges cannot reasonably be confidently accepted at the levels suggested in this plan. Therefore, significantly less land needs to be released for the 'jobs' element of the plan (industrial and warehousing sites). Some of the land identified for this economic growth should be recategorised for residential use. This would support the sustainable aim of ensuring more people live closer to areas of employment.
Green Belt
• There is general opposition to the loss of green belt and the use of green spaces for development • Although the take up of green belt and similar land is less than the 2016 plans it is still too much and needs to be scaled back. • This revised draft is a great improvement on the 2016 version in particular in its commitment to build on brownfield sites to avoid using up our precious Green Belt is to be applauded. Ii is suggested that Greater Manchester should go and have a 'Green Belt Last' policy so that we only develop Green Belt as a last resort.
Brownfield
• It is generally felt that there are enough Brownfield sites being sat on by developers to match the need for housing and business throughout Greater Manchester.
Transport – Highways / Public Transport / Cycling / Walking
• It is argued that there should be no further development at the airport, as the Greater Manchester carbon budget relies on zero growth in emissions from flights • There was a call for Greater Manchester to own services such as trams and trains for the benefit of local people. • Current infrastructure base lines have not been set out and neither have projected demands on transport and infra structure. • Additional roads, links to motorways must include more detail. The only thing which has been established is traffic will increase. • There needs to be projections for schools, health services and use of recreation facilities not just for businesses • There was suggestion that Greater Manchester would benefit from a "circular" Metrolink line so that you do not have to travel in to the city to come back out linking

the outlying towns and that this would take pressure off the M60 and open up commuting and job opportunities.
Environmental – Green Infrastructure, Biodiversity, open space
• The current plan will not deliver carbon reductions in line with the Tyndall Centre's carbon budget for Greater Manchester, which requires emissions to halve in the next 5 years and reduce to zero by 2038. • We must protect our green spaces for our children. • The requirement for new build to be zero carbon should brought forward from 2028 to 2021. • The presumption against fracking and policy to keep fossil fuels in the ground are welcome and must be retained.
Air Quality
• Air Quality is so important for future generations that it should be given more prominence in the Plan
Other
• It appears to many that there often many good ideas put forward in theory but then these are completely contradicted with the development proposals. This seems to be particularly the case with the green agenda, brownfield first and town centre development • A lot of this needs to be rethought and a wider consultation with people in the area and meetings with local councillors and planners with concrete plans not a policy that is full of pie in the sky. • Although revised the document still has that developer led aspect to it. Whatever is done must be justifiable in terms of connectivity and real demand. • There need to be greater revisions to the framework and a cross-party working group with government and the housing minister to address concerns around housing targets and the potential loss of Green Belt. Communities like Bury will be transformed in a negative way if green spaces are lost in this way and I'd urge politicians to listen to communities to address these concerns and safeguard these areas • It was argued that the Call for Sites exercise in the last consultation could have been used more efficiently. Some of the sites put forward are former industrial sites which were included within the Green Belt by local councils. These should have been explored more thoroughly. • A key theme throughout the draft is the desire to maximise the inclusion and engagement of all the residents of Greater Manchester. However, it was suggested that the plan has missed an opportunity to establish a key mechanism to encourage both engagement and inclusion. The hardest part of any plan is implementation - and a plan as commendably ambitious as this one will require much thought and effort to come to an effective fruition. An approach that is primarily top-down, starting with GMAC and channelling through the Local Plans of the Borough Councils will be insufficient to achieve the objectives set out here within the timescales we need them. • There was some support for the Plan overall and that it was a well-designed programme for the future. Greater Manchester does require an updated, comprehensive and effective spatial framework. A spatial framework is necessary in its own right to determine where new development or redevelopment can take place and, as importantly, to determine where it may not take place. If no framework is in existence, developers have the capacity to challenge by appealing against any planning refusal. It is clear to me that doing this at the GM level is common sense as long as there is buy in at local level across the ten local authority areas.

- It was highlighted that a truly 21st Century plan, would better recognise the impact of technology, automation and the research of climate scientists highlighting the threat that climate change poses to us all

Response to Comments

- As expected by NPPF, the housing need figure used in the GMSF 2020 has been derived using the standard methodology provided in NPPG for calculating local housing need.
- Further evidence has been produced in relation to the employment land demand. The economic strategy outlined in the Prosperous GM chapter complements that within the Local Industrial Strategy.
- The GMSF sets out a clear preference of using previously developed (brownfield) land and vacant buildings to meet development needs. However, given the scale of development required to meet the needs of Greater Manchester a limited amount of development is required on greenfield and Green Belt land as it is critical to the delivery of the overall vision and objectives of the plan. The release of greenfield and Green Belt land has, however been kept to a minimum and has been further reduced since the 2019 version of the GMSF.
- Our Network Chapter and the 2040 Transport Strategy set out the details of how we will achieve this objective. In particular proposals for major improvements to public transport, walking and cycling facilities across Greater Manchester together with options for integrated ticketing, reform of the bus market and whole route upgrades.
- Greener GM identifies policies to protect and enhance green infrastructure, including seeking the net enhancement of biodiversity resources.
- A number of policies within the plan make it clear that development will need to be supported by the necessary infrastructure, including physical and social infrastructure.
- Further evidence has been prepared in relation to Greater Manchester's carbon neutral targets and our pathway to achieve these. The Sustainable and Resilience Chapter sets out specific policies in relation to this
- Greater Manchester is introducing a comprehensive range of measures to support improvements to air quality, one of these is the GMSF strategic planning policy.
- The GMSF 2020 has been informed by the consultation responses to the GMSF 2019. Responses were received from a wide range of stakeholders, including local residents and developers/landowners.
- As with the GMSF2019, consultation for the GMSF 2020 will be undertaken in line with the ten district Statements of Community Involvement. The GMSF 2020 is the "Publication" version of the plan.
- The site selection methodology used to identify the strategic allocations in the GMSF is set out in the Site Selection Background Paper.

3.4. Delivering the Plan

There were 878 comments to this chapter which looked at infrastructure implementation and developer contributions.

In particular it was highlighted that it is important that the GMSF is supported by sufficient funding and incorporates delivery mechanisms that are timely and effective. The funding and delivery of infrastructure is important if the growth set out in the GMSF is to be achieved.

A viability assessment is required to ascertain whether the contributions sought by the framework are viable, particularly given the cumulative cost-implications of meeting the plan's overall policy requirements.

More detailed comments in relation to specific elements of the policies are set out below

Infrastructure Implementation:
• It is important that the GMSF is supported by sufficient funding and incorporates delivery mechanisms that are timely and effective • The funding and delivery of infrastructure is important if the growth set out in the GMSF is to be achieved. • Consult residents when planning infrastructure and identifying funding priorities. • Recognise that canals are part of Greater Manchester's infrastructure (i.e. identify the Canal and River Trust within the policy). • The policy appears to focus on the main infrastructure providers and overlooks the needs of the voluntary/not-for profit sector and faith groups. • Social infrastructure is equally as important to the growth of the Manchester area. • Network Rail should be added to the list of infrastructure providers alongside Transport for the North. • We support the requirement for local authorities to collaborate with the NHS; this will ensure that adequate provision is made for healthcare. • The plan should be explicit in requiring that Greater Manchester's local planning authorities co-operate with neighbouring councils in collaborating with infrastructure providers, particularly in the delivery of cross-boundary health estate plans and when determining planning applications relating to healthcare facilities. • Pleased to see the policy requiring close collaboration between GMCA, infrastructure providers and landowners. • The GMSF is not accompanied by any evidence that sets out Greater Manchester's infrastructure needs and how these will be funded (particularly with respect to transport infrastructure). • The GMSF must outline the circumstances under which compulsory purchase would be used. • An infrastructure phasing and delivery strategy phasing should not be needed for small, self-contained sites. • The GMSF places a disproportionate and unnecessary burden on the development industry. • Collaboration is required to ensure that utilities infrastructure is planned and delivered in a coordinated way. • References to the ambition of improving healthcare infrastructure could be strengthened. • Reference the Greater Manchester Estates Strategy. • GMCA needs to ensure that effective modes of communication are put in place and the key infrastructure and service providers adopt a collaborative approach to ensure development is not unnecessarily delayed due to infrastructure capacity and constraints.

- The GMCA needs to be mindful of the current restriction on the pooling of planning obligations. Although it has been suggested that the restriction could be lifted or a Strategic Infrastructure Tariff could be introduced, neither of these are currently in effect.
- Demonstrate that the strategic allocations are still viable in light of the infrastructure requirements set out for each.
- Assess the adequacy of the infrastructure proposed on a site-by-site basis.
- Green Belt areas have very little existing infrastructure and therefore any growth should be carefully planned to ensure that infrastructure provision does not unduly delay housing delivery.
- The GMSF should define what is meant by a 'reasonable gas and water supply, considering the need to conserve natural resources', and how this will be achieved.

Developer Contributions:

- A viability assessment is required to ascertain whether the contributions sought by the framework are viable, particularly given the cumulative cost-implications of meeting the plan's overall policy requirements. There should be consultation on this to allow for the development industry and other interested parties to comment on key inputs such as land values, build costs and sales values.
- Developers must not be allowed to renege on their contributions once agreed.
- Obtaining Community Infrastructure Levy and Section 106 contributions from developers prior to commencement is already problematic.
- Developers should share a reasonable proportion of the profits gained through development.
- Community needs should be considered when identifying an acceptable level of developer contribution.
- There is a need to ensure that education contributions are sufficient to deliver the additional school places required to meet the increase in demand generated by new developments. Councils within the Greater Manchester area should set out education infrastructure requirements for the plan period within an Infrastructure Funding Statement. Where additional need for school places will be generated by housing growth, the statement should identify the anticipated CIL and Section 106 funding towards this infrastructure.
- The GMSF should recognise that voluntary and not-for profit organisations will need additional facilities within the plan period and that these may rely on developer contributions.
- It is imperative that Section 106/CIL contributions are sought for smaller residential developments; particularly to support the NHS services coping with the cumulative effect of smaller development proposals.
- It is unrealistic to expect developments to wholly fund new strategic infrastructure without public sector support (particularly if that new infrastructure will remedy existing capacity issues).
- If the contributions sought are not proportionate, development viability will be undermined, and Greater Manchester's growth needs will not be met.
- The policy should propose a higher levy for any development on Green Belt in order to incentivise brownfield development.
- The introduction of a regional Greater Manchester Strategic Infrastructure Tariff over and above local Community Infrastructure Levies would disincentivise development.

Response to comments:

- Agree that funding and delivery of infrastructure is important if the growth set out in the GMSF is to be achieved. A Strategic Infrastructure Board has been established. Public funding has been provided to the CA and a case is being made to Government through the CSR for devolved funding to deliver the Greater Manchester Infrastructure Programme.
- Residents are consulted by utilities, infrastructure providers, when planning for infrastructure and there is a requirement for Local Planning Authorities to produce Infrastructure Funding by December 2020.
- Canals are part of Greater Manchester's blue/green infrastructure and are recognised separately in a specific policy on waterways.
- The policy is focussed on strategic infrastructure and therefore the utilities that are publically owned or are private regulated monopolies.
- Agree that social infrastructure is equally as important to the growth of the Manchester area. This is addressed in the Greater Manchester for Everyone Chapter and within individual site allocation policies.
- Network Rail have been added to the list of infrastructure providers alongside Transport for the North.
- Collaboration is facilitated in Greater Manchester by the Health and Social Care Partnership and devolution.
- This requirement to co-operate with neighbouring Local Planning Authorities and others is already set out in planning legislation, policy and guidance and doesn't need to be repeated.
- The evidence for Greater Manchester's infrastructure needs - particularly with respect to transport infrastructure is set out in the Transport 2020 Strategy, Transport Delivery Plan and Local Implementation Plan and Local Infrastructure Funding Statements.
- Circumstances where CPOs may be necessary are reflected in the allocation policies and / or Local Plans and associated Strategic Regeneration Frameworks/ Mayoral Development Corporation Business Plans.
- It's noted that an infrastructure phasing and delivery strategy phasing should not be needed for small, self-contained sites.
- Disagree that the GMSF places a disproportionate and unnecessary burden on the development industry. It's right and fair that the development industry make a reasonable contribution towards infrastructure. Issues concerning viability and contributions are set out in the viability assessment.
- Agree that collaboration is required to ensure that utilities infrastructure is planned and delivered in a coordinated way. This is the raison d'etre for the Strategic Infrastructure Board and a series of bilateral agreements are being developed to facilitate collaboration between the CA and utility companies.
- References to the ambition of improving healthcare infrastructure have been strengthened.
- Agree that Green Belt areas have very little existing infrastructure and therefore any growth should be carefully planned to ensure that infrastructure provision does not unduly delay housing delivery.
- Issues concerning viability and contributions are set out in the viability assessment.

4. Appendix A: Statement of Community Involvement Compliance Summary

District	Date of Adoption[1]	Methods employed during consultation on the Draft Plan for Jobs, Homes and the Environment (GMSF Revised Draft) January to March 2019
Bolton MBC	2011	• Council's website • Emails to Development Plan Consultation database • Press release and articles in local newspaper • Contacting all on development plan consultation database • Drop-in Events (2) advertised via council website; press release; news articles in the Bolton News; Twitter and facebook; GMCA website; letters to addresses on or close to proposed development sites • Hard copies in Council offices and libraries • Regular tweets and Facebook updates for the duration of the consultation
Bury MBC	2015	• Letters to all households • Emails to Local Plan database • Hard copies on deposit in public buildings • Bury Council Website • Adverts in local newspapers • Posters in deposit points and on notice boards across the district • TV Displays in Town Hall Reception and other public buildings • Regular tweets from Council • Public drop-in events (6)
Manchester CC	2018	• Council website • Hard copies in Central Library • Contacted all on Planning Policy Database (email and letters) • Social media alerts • Public drop-in events (2) advertised through website, social media and posters displayed in Town Hall and Wythenshawe Forum
Oldham MBC	2016	• Email and letters to Local Plan database • Hard copies in public libraries and council's principal offices • Council's website • Public notice published in local newspaper • Press releases

District	Date of Adoption[1]	Methods employed during consultation on the Draft Plan for Jobs, Homes and the Environment (GMSF Revised Draft) January to March 2019
		• Social media – regular Tweets and Facebook posts • Public drop-in events (11) advertised via Council and GMSF webpages, social media, press releases and posters • Council employee drop-in event
Rochdale MBC	2015	• Emails and letters to Local Plan database and Councillors • Hard copies in principle libraries and the Council's Customer Service Centre • Council's website • Press Release • Social media, regular Tweets and Facebook posts • Public drop-in events (5) advertised through webpage, social media and press release
Salford CC	2010	• Letters to general and specific consultees on planning database • Email to Councillors and Neighbourhood Managers who circulated to community networks • Social media • Council's webpage • Hard copies at deposit locations across the city including libraries and Gateway locations • Drop-in consultation event for stakeholders and residents advertised in the letters, through social media and email to Councillors • Presentation and Q&A at community committees (5) • Local Newspapers and radio including article in Jewish Advertiser and advert in Talking News for the Blind NB Consultation on draft GMSF run in parallel with consultation on revised draft Local Plan.
Stockport MBC	2015	• Emails/letters to Local Plan database and to businesses registered on the Economic Development circulation list • Hard copies in libraries and Council's main office • Council's website • Advert in local newspaper • Posters and flyers in libraries and at drop-in events • Social media, regular Tweets and Facebook posts • Drop-in events (11) and public meeting advertised by email/letter, website, social media, advert in local paper, posters
Tameside MBC	2016	• Letters/emails to all on Local Plan database and to Councillors, MPs and Chief Officers

District	Date of Adoption[1]	Methods employed during consultation on the Draft Plan for Jobs, Homes and the Environment (GMSF Revised Draft) January to March 2019
		• Hard copies in libraries, Council's customer service centre/principal office • Site notices around strategic sites/key locations • Council's website • Drop-in events (9) • Posters in libraries • Regular social media posts including Facebook and Twitter • Presentation to Tameside Youth Council • Adverts and articles in local newspapers • Email brief to Clinical Commissioning Group Staff • Articles in Council's Citizen magazine (free to residents and businesses) and the staff newsletter for employees. • Included in Leaders blog
Trafford MBC	2015	• Emails to Local Plan database and Partnership and Communities mailing lists • Hard copies in libraries, Trafford Town Hall and Sale Waterside Offices • Council's website • Press releases and advert in local newspaper • Posters in libraries and leisure centres • Social media – regular tweets posted • Drop-in events (7) advertised via email, website, newspaper advert, posters and Twitter
Wigan MBC	2015	• Council website • Article in local newspaper • Social media – regular tweets posted • Member briefings • Drop-in events (5) • Hard copies in libraries

Date of adoption of the SCI, applicable at time of consultation

5. Appendix B: New Sites Submitted in 2019

A number of additional sites were put forward as part of the Greater Manchester's Plan for Homes, Jobs and the Environment (Revised Draft GMSF) 2019 consultation process. These have been logged as follows and categorized into:

1. Urban area: Already part of land supply.
2. Urban area: New site to be considered in land supply update
3. Non-urban area: Site put forward as part of 2016 call for sites.
4. Non-urban area: New site to be considered as part of updated site assessment process.

Consultation submission ID	Site Name	Category: 1,2,3 or 4
District: Bolton		
720179887	Land off Moss Lane	3
783990820	Birtenshaw, near Bromley Cross station	4
340690011 93990048 298350555	Bowlands Hey, Westhoughton	3
358056210	Land west of Fernside, Stoneclough	4
143184754	Land off Blackburn Road, Egerton	3
176950068	Chew Moor Lane, Westhoughton	3
461528974	Harwood Lee	3
763000777	Land at Stitch-mi-Lane	4
904952339	Land at Collingwood Way	1
12391018	Land to the South of Lock Lane, Hunger Hill	3
241457838	Land at Regent Park Golf Course	3
1072843252	South Bolton	4
1072843252	SE Junction 4 M61	3
1072843252	SW Junction 4 M61	3

1072843252	Slack Fold Lane	3
1072843252	Hulton Park	3
1072843252	Land South of Chequerbent	3
1072843252	Snydale Gate Farm	4
933027798	Hunger Hill	3
1072843252	Horwich Golf Club	3
302036901	Hall Lane, Little Lever	3
200559455	Land South of Cox Green Road, Egerton	4
795915196	Land at A6, Blackrod Bypass	3
929958794	Land at Leigh Tenement Farm, Blackrod	3
929958794	Land at Manchester Road, Blackrod	3
929958794	Land at Rigby Hill, Blackrod	4
338812823	Land off Dixon Street, Wingates, Westhoughton	3
338812823	Land at Slack Lane, Westhoughton	3
225626699	Land to the North of Meadow Barn, Bradshaw Road	3
212942911	Former Bolton Open Golf Course, Harwood	3
76657767 330802954	Land at Kiln Field, Bromley Cross	3
509410010	Land at Last Drop, Bromley Cross	3
725445596	Land at Arthur Lane, Harwood	3
267186367	Land at Brookside Road, Bolton	4
541917762	Land at Thicketford Road, Bolton	4
1047728244	Land to the South of Chorley Old Road, Bolton	4
475869633	Horrobin Fold Farm, Chorley Old Road	4
90523718	Ditcher's Farm	3
745403282	Plodder Lane, Bolton	3

679903442	Wigan Road, Hindley	3
675929220 399153318	Beaumont Estate – Land parcels at Old Kiln Lane, Stapleton Avenue, Ladybridge Lane, Armadale Road, Junction Road West, Rumworth Lodge, Winslow Road and Lock Lane	4
675929220	Land at St Johns Road, Chew Moor, Lostock	3
591467803	Lever Park Avenue, Bolton	3
646260478	West of Wingates	4
District: Bury		
438248965	Land north of Bevis Green Works, Walmersley	3
839535650	Land west of Holcombe Road/North of Brookhouse Mill Lane, Greenmount	3, 4
958199075	Land at Holcombe Road, Greenmount	3
953011132	Land at Ashwood Avenue, Ramsbottom	3
1037235242	Land off Cams Lane, Radcliffe	3
595122530	Stormer Hill, Tottington	3
784681697 839535650	Land at Ringley Road West, Outwood	4
690802704	Park Lane Farm, Whitefield	3
5661395	Land off Starling Road, Bury	3
288178317	Land at Long Lane, Walmersley, Bury	3
328942939 1059034401	Land off Hollins Lane, Unsworth	3
1072843252	Land south of Greenmount, Bury	3
1072843252	Nuttall Lane, Ramsbottom	3
1072843252	Fletcher Bank Quarry, Ramsbottom	3
1072843252	Ripon Hall Avenue, Ramsbottom	3
265108626 791371316	Nurseries, Walshaw	3/4
957737038	Off Simister Lane, Simister	4

608924892	Land at Gin Hall, Bury	3
72375538	Old Hall Lane, Whitefield	4
267186367	Land on the south side of Leigh Lane, Bury	4
669472989	Brandlesholme Farm, Brandlesholme	3
District: Manchester		
147938785	Northenden Riverside Caravan Park	3
208373790	Land South of M60 and North of Northenden Junction (Didsbury Golf Course)	3
630586514	Land at Boothroyden Road/Alworth Road, Blackley	3
731106399	Atlas Business Park	4
Oldham		
368621923	Wall Hill Road, Dobcross,	4
965665344	Land at Lower Stones Farm, Oldham Road, Delph, OL3 5EA	3
983598562	Ashton Road Corridor	3
754410488	Bardsley Vale	3
Rochdale		
176950068	Langley Lane, Middleton	3
240039790	Land at Lane End, Heywood	3/4
537603982	Land at Gerrard Hey Farm	4
286689559	Land west of Whitelees Road, Littleborough	4
572736270	Land off Bury Old Road, Heywood	4
778130281	Land to the east of Phoenix Close, Heywood	4
326354769	All In One Garden Centre, Manchester Road, Castleton	4.
Salford		
1009292230	Clifton Casey Group	3

1009292230	Land off Manchester Road Clifton	3
6647002	Land off MacDonald Road	3
461528974	Land off Springfield Lane and School Lane, Irlam	3
785014518	Monks Hall, Monks Hall Grove, Eccles	4
785014518	Boysnope Golf Course, Irlam	3
1072843252	Port Salford Extension – additional land to the east of Irlam	4
860247082	AJ Bell Stadium, Irlam	4
489301584	Kingsland Wines, Cadishead	1
556654463 327855704	Port Salford	1
1072843252	Broadoak	3
1072843252	Crossfield Drive	3
1072843252	Beesley Green	3
1072843252	Linnyshaw	3
1072843252	Wardley	3
1072843252	Walkden Road	3
1072843252	Leigh Road	3
1072843252	Lumber Lane	1
558912930	Land off Moss Lane proposed as a new area of Green Belt in the GMSF	4
591213675	Land west of Irlam Station	4
District: Stockport		
518035788	Land adjacent to the M60 and Ashton road Bredbury Sk6 2qt	4
11214377	Blackstone Fields, next to the Offerton Fire station	1
348592806	Land at Ashton Road junction	3
348592806	Bulkey and bland lower Bredbury	4

376404087	Community centre, George lane (Area office?)	4
685036352	Extension to allocation 36, Unity Mill	4
893625180	Cheadle Royal Hospital	1
417977307	Land off Jackson's lane , Hazel Grove	3
558838784	'small field off Windlehurst road and Torkingon lane'	4/3
501618106	Site immediately north of High Lane allocation	4
75030697	Grange Farm and land off 211 Windlehurst Road	3
402896278	Land at Mill Farm (Site A)	3
402896278	Land at Mill Farm (Site D)	3
402896278	Land at Mill Farm (Site B)	3
402896278	land off Mill Lane	3
77932590	Land by cricket pitch	4
77932590	Canal club and garage off A6 , opposite Windlehurst road	2
77932590	the old tip down Middlewood Road	4
77932590	the council land on both sides of the spur road off Middlewood Road to the Club	4
77932590	Other Council Land around and about including LP43/0955	4
395289998	South side of the new Manchester Airport link road on the High Lane/ Middlewood /Hazel Grove border	4
155208729	other areas nearer the Old Woodford Flight shed	4
469675678	Land of Threphurst Lane	4
46606340	Compstall Mill , Compstall	1

136417437	Stockport Town Centre	1
474067779	Suggested modification to site 40 (Griffin Farm)	3
175076936	Suggested modification to site 40 (Griffin Farm)	3
696119455	Suggested modification to site 40 (Griffin Farm) North Cheshire Golf club	3
113091619	Suggested modification to site 40 (Griffin Farm)	3
36873042	Amendment to Woodford allocation	3
178770274	Land in Cheshire East rep states it is in Cheshire East SHLAA	4
477996522	South of Jacksons Lane	3
771932769	Moor Lane and Jenny Lane	3
669472989	Land off Sandown Road and South of Torkington in Hazel Grove	3
208373790	Mill Farm Hazel Grove	3
828802407	Norbury Hall	3
461528974	Pear Tree Close	3
771932769	Land off Jenny lane across from Moor Lane /Jenny Lane	3
828802407	Weavers Brook , Norbury Hall	3
674918216	Walnut tree, land off Chester road, bound by A6MARR)	3
674918216	Land north west for Chester Road (Site A)	3
245651802	Land north of Compstall Road, Romiley	3
961660184	Land at Werneth Road	4

234897710	Land north of Moor lane	3
384607343	Land at Hall moss lane	3
863597271	Land at Hill top farm	4
909885172	Land South of Brickbridge Road, Marple	3
962961405	Land south of Stanley road	3
Tameside		
1026559166	Land at Holme Valley, Woolley Bridge, Hollingworth.	4
771932769	Land at Lees Road, Ashton-under-Lyne..	3
656172730	Grosvenor Mill Business Centre, Grosvenor Street, Ashton-under-Lyne.	2
465559274	Land north and south of Lumb Lane, Ashton-under-Lyne.	3
625408739	Limehurst Farm, Ashton-under-Lyne..	3
408115238	Cross Lane, Littlemoss.	3
840886436	Land at Marl Villa, Mottram Road, Hyde..	3
210282246	Land at Matley Lane, Hyde.	3
353730243	Wakefield Road, Stalybridge..	3
656007407	Hyde Hall Farm, Denton..	3
District: Trafford		
723869116	Land at Hasty Lane,Hale	3
240381695	Green Lane, Timperley	4

527404237	Land at Bow Green Farm	3
1042171052	Rossmill Lane	4
856604260	Warwick Road South	2
290031034	Land at Green Lane Farm	4
568389002	Land at Dane Road,Sale	4
376888743	Land at Bailey Walk	3
316051101	Wilkinsons Fields	3
161936069	New Manor	3
89381009	Land South of Clay Lane Timperley Wedge	3
789412008	Hale Road south of Marriott Hotel	3
144881078	Ash Tree Farm, Ashton-on-Mersey	3
1026594935	Land off Shay Lane/Brooks Drive	3
1072843252	Peaks Nook, Carrington	2
District: Wigan		
279273163	Land at Drummers Lane	4
994826545	Martland Mill Farm, Martland Mill Lane	4
1072843252	Mosley Common Extension	3 and 4
1072843252	West of Gibfield	3 and 4
1072843252	Astley-Boothstown	3 and 4

1072843252	Land West of Astley	3 and 4
929958794	Land at Gilded Hollins, Pennington	3
570582649	Junction 26, Wigan	4
1007865675	Land south of M6 Junction 25 slip road, Wigan	3
234897710	Lee Lane Farm, Abram, Wigan (Land South of Abram)	3
165729821	Land at Mill Farm, Downall Green Road, Ashton-In-Makerfield	3
539611702	Land at North Lane and South Lane Astley	3
349700425	Land East of Shakerley Lane, Atherton	3
709009750	North of Haydock Park Racecourse	1
581426103	Crompton House Farm Off Hope Lane Leigh Lancashire WN7 3SF	4
963791157	Astley Golf Driving Range, Manchester Road, Astley, M29 7EJ	4
528036301	Leyland Green Farm, Garswood	3
568742051	Land at Wigan Road, Standish	3
157730759	Sovereign Road, Leigh	1
765214858	Land at Rowton Rise, Standish	1
444067137	Sandy Lane, Lowton	3
1020845322	Wigan Road, Golborne	3
929958794	Land at Hall Lane, Land at Withington Lane (East) and Land at Gidlow Hall Farm, Aspull.)	3
892001602	Land to the rear of Marklands Farm, Astley	4

427436341	Land to the North West of Parsonage Retail Park, Leigh	2
845924579	Astley Point Business Park, Astley	1 and 4
253619303	Land to the east of North Road, Atherton	3
298849648	Land at Orrell Road, Wigan	3
565744886	Land fronting Old Pepper Lane, Standish	3
669472989	Land fronting Old Pepper Lane, Standish	3
669472989	Back Lane, Appley Bridge	3
732189975	East of Atherton and South of Atherton	1
238974728	Upholland Road, Longshaw, Orrell	3
523234100	Land at Standish Lower Ground, Wigan	3
176950068	Land off Rectory Lane (Phase 3), Standish	1 and/or 2
176950068	Land of Pepper Lane, Standish	1 and/or 2
504957375	Land lying to the east of Princess Road	4
436136562	Northleigh Park	1

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