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CABINET
Agenda

Date Monday 26 July 2021

Time 6.00 pm

Venue Council Chamber, Civic Centre Oldham Council Chamber, Civic Centre, Oldham, West Street, Oldham, OL1 1NL

Notes 1. DECLARATIONS OF INTEREST- If a Member requires any advice on any item involving a possible declaration of interest which could affect his/her ability to speak and/or vote he/she is advised to contact Paul Entwistle or Liz Drogan in advance of the meeting.

2. CONTACT OFFICER for this Agenda is Liz Drogan Tel. 0161 770 5151 or email elizabeth.drogan@oldham.gov.uk

3. PUBLIC QUESTIONS – Any member of the public wishing to ask a question at the above meeting can do so only if a written copy of the question is submitted to the Contact officer by 12 Noon on Wednesday, 21 July 2021.

4. FILMING – This meeting will be recorded for live and/or subsequent broadcast on the Council's website. The whole of the meeting will be recorded, except where there are confidential or exempt items and the footage will be on our website. This activity promotes democratic engagement in accordance with section 100A(9) of the Local Government Act 1972. The cameras will focus on the proceedings of the meeting. As far as possible, this will avoid areas specifically designated for members of the public who prefer not to be filmed. Disruptive and anti social behaviour will always be filmed.

Any member of the public who attends a meeting and objects to being filmed for the Council's broadcast should advise the Constitutional Services Officer who will instruct that they are not included in the filming.

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MEMBERSHIP OF THE CABINET IS AS FOLLOWS:
Councillors Akhtar, Chadderton, Chauhan, Jabbar, Moores, Mushtaq,

Roberts, Shah and Stretton

Item No	
1	Apologies For Absence
2	Urgent Business
	Urgent business, if any, introduced by the Chair
3	Declarations of Interest
	To Receive Declarations of Interest in any Contract or matter to be discussed at the meeting.
4	Public Question Time
	To receive Questions from the Public, in accordance with the Council's Constitution.
5	Minutes of the Cabinet meeting held 21st June 2021 (Pages 1 - 4)
6	Clean Streets (Pages 5 - 16)
7	Creating a Better Place
8	Oldham's Approach to Equality (Pages 17 - 48)
9	Integration of Health & Care in Oldham (Pages 49 - 166)
10	Places For Everyone (Pages 167 - 698)
11	Local Development Scheme 2021 (Pages 699 - 734)
12	Statement of Community Involvement 2021 (Pages 735 - 794)
13	GM Clean Air Final Plan
	Report to follow
14	GM Electric Vehicle Charging Infrastructure Strategy (EVCI) (Pages 795 - 854)
15	Opportunity Area Grant, Year 5, 2021-2022 (Pages 855 - 864)
16	To authorise an extension to Day care services delivered by Age UK for the period of 1st July 21 to 30th June 2022 (Pages 865 - 868)
	Report to follow
17	Exclusion of the Press and Public

That, in accordance with Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they contain exempt information under paragraph 3 of Part 1 of Schedule 12A of the Act, and it would not, on balance, be in the public interest to disclose the reports.

18 Creating a Better Place

19 Opportunity Area Grant, Year 5, 2021-2022 (Pages 869 - 882)

20 To authorise an extension to Day care services delivered by Age UK for the period of 1st July 21 to 30th June 2022 (Pages 883 - 894)

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CABINET
21/06/2021 at 6.00 pm

Present: Councillor Shah
Councillors Akhtar, Chadderton, Chauhan, Jabbar, Moores, Mushtaq, Roberts and Stretton

1 **APOLOGIES FOR ABSENCE**

There were no apologies for absence received.

2 **URGENT BUSINESS**

There was one Item of Urgent Business - Appointments to Cabinet Sub-Committees and Joint Committee which the Chair agreed to consider in accordance with S.100 B (4) of the Local Government Act 1972 as the Cabinet sub-committees were due to meet before the next meeting of Cabinet.

3 **DECLARATIONS OF INTEREST**

There were no declarations of interest received.

4 **PUBLIC QUESTION TIME**

There were no public questions received.

5 **MINUTES OF THE CABINET MEETING HELD ON 22ND MARCH 2021**

RESOLVED – That the minutes of the Cabinet meeting held on 22nd March 2021 be approved.

6 **COVID-19 RECOVERY STRATEGY 2021 - 2022**

Consideration was given to a report of the Strategic Director of Communities and Reform which sought approval of and recommendation to Full Council of the Covid 19 Recovery Strategy 2021-2022.
It was reported that Oldham's current Corporate Plan expired in December 2020 and work to refresh the plan was due to be completed by Summer 2020, however the impact of the COVID-19 Pandemic had impacted the viability of producing the plan. It was agreed by Cabinet that a COVID-19 Recovery Strategy would be developed acting as an interim Corporate Plan until at least September 2022.
The Policy and Overview Scrutiny Committee considered Members discussed the key priority areas that had been developed for the Recovery Plan.;

1. Driving Equality
2. Investing in quality Housing
3. Championing a green recovery
4. Creating and protecting Jobs and supporting business
5. Prioritising education and skills
6. Promoting health and wellbeing and supporting the most vulnerable.

Each of these focus areas formed a key strand of the COVID-19 recovery Strategy with individual actions attached to each priority area.

Monitoring of the Recovery plan would be untaken through the Council's annual business planning process to assure delivery against the plan and quarterly reporting via the Corporate Performance Framework.
Options/alternatives
Option 1 – To agree and recommend that the Covid-19 Recovery Strategy was submitted to Full Council for approval.
Option 2 – Not to agree and recommend the COVID-19 Recovery Strategy to Council.

RESOLVED – That the Covid-19 Recovery Strategy be agreed and commended to Full Council.

7 **COUNCIL PERFORMANCE REPORT MARCH 2021**

Consideration was given to a report of the Head of Strategy and Performance which provided the Cabinet with a review of the Council Performance to March 2021.
Performance measures that achieved their target as a percentage of all reported Performance measures was 63%with a target of 60%. Corporate Actions completed was 79% this quester with a target of 90%.
As anticipated, performance in 2021 had continued to be affected by Covid-19. Ongoing restrictions had impacted on the achievement of a number of measures. It was noted that a Covid Recovery Strategy had been developed outlining the priorities to support the Council's recovery form the pandemic and would include revised performance measures.
Option/alternatives considered
N/a

RESOLVED- That the Council Performance Report for March 2021 be noted.

8 **SPECIAL EDUCATION NEEDS (SEN) TRAVEL ASSISTANCE SERVICE - CONTRACT EXTENSION**

Consideration was given to a report of the Managing Director of Children & Young People which sought approval to award an optional one year extension to the current Special Educational Needs Transport Service Contract.
It was reported that it was a statutory function of the Council to provide travel assistance to those children and young people with special educational needs, disabilities or mobility issues who were eligible in accordance with SEN Travel Assistance Policy.
A dynamic purchasing system was used to procure and award contracts for the journeys and this was accessed via the CHEST. There were 23 contractors providing specialist vehicles and qualified drivers to provide the service
Due to the COVID-19 Pandemic and despite the challenges the service had faced over the last two academic years the original contract had been successfully delivered and a contract extension would support all parties during that period.
Options/ alternatives considered
Option 1 – To award the optional 1 year extension to the current contractors that had provided a high quality service and shown

real commitment to the children and Young people of Oldham with Special Educational Needs.
Option 2 – That an extension is not approved and a new tender exercise would be required, the risk of not having a SEND Transport contract in place would leave the Council open to challenge.

RESOLVED – That the Council would consider the commercially sensitive information contained at Item 11 of the agenda before making a decision.

9 **URGENT ITEM - APPOINTMENTS TO CABINET SUB-COMMITTEES AND JOINT COMMITTEE**

Consideration was given to a report of the Head of Democratic Services which sought appointments to:

1. The Failsworth Trust Cabinet Sub-Committee
2. The Local Investment Fund Cabinet Sub-Committee
3. The Commisisoing Partnership Board
4. The Shareholder Cabinet Sub-Committee

RESOLVED – That:

1. Membership in 2021/22 of the Failsworth Trust Sub-Committee was:-

- The Council Leader
- The Deputy Leader (Statutory)
- The Cabinet Member for Housing

2. Membership in 2021/22 of the Local Investment Fund Cabinet Sub Committee was:

- The Council Leader
- The Deputy Leader (Statutory)
- Cabinet Member for Finance and Low Carbon

3. Membership of the Commisisoing Partnership Board in 2021/22 was:

- The Council Leader
- The Deputy Leader (Statutory)
- Cabinet Member for Health and Social Care
- Cabinet Member for Children and Young People

4. Membership in 2021/22 of the Shareholder Cabinet Sub- Committee was:

- The Council Leader
- The Deputy Leader (Statutory)
- Cabinet Member for Finance and Low Carbon
- Cabinet Member for Corporate Services

10 **EXCLUSION OF THE PRESS AND PUBLIC**

RESOLVED that, in accordance with Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they contain exempt information under paragraphs 3 of Part 1 of Schedule 12A of the Act, and it would not, on balance, be in the public interest to disclose the reports.

11 **SPECIAL EDUCATION NEEDS (SEN) TRAVEL ASSISTANCE SERVICE - CONTRACT EXTENSION**

The Cabinet gave consideration to the commercially sensitive information in relation to Item 8 Special Educational Needs Travel Assistance Service – Contract Extension.

RESOLVED – That the optional one year contract extension to the current Special Educational Needs Transport Service Contract be approved.

The meeting started at 6.00pm and finished at 6.26pm

CABINET

Clean Streets

Portfolio Holder:
Cllr A Chadderton – Cabinet Member for Neighbourhoods

Officer Contact: Helen Lockwood- Deputy Chief Executive- People & Place

Report Author: Carol Brown - Director Environmental Management
Ext. ext. 4452

26th July 2021

Reason for Decision

Clean streets and tackling issues of fly tipping and littering that blight our neighbourhoods remain a priority for Oldham residents and for the Council.

This report outlines a renewed approach focused on community engagement and confirms the investment and resources required in order to strengthen current street cleaning and enforcement activity.

Recommendations

1. Members are recommended to agree option 2 for the provision of the additional resource as outlined in the report

Investment in Clean Streets - Proposal

1 Background

1.1 Research shows that people do not always behave “rationally” in that they don’t weigh up the information about costs, benefits and penalties before deciding how to act – including when littering and fly tipping. Recent insight work shows that people’s behaviour is strongly influenced by a range of factors in their immediate environment and unconscious thought.

1.2 Oldham’s long-term strategy to tackle fly tipping and littering recognises these points and the approach is designed around clear messaging and informing followed by intervention and enforcement. This supports the responsible majority and provides a sound foundation for successful enforcement action against consistent perpetrators. The revised and enhanced approach for clean streets links directly to the Council’s covid recovery strategy and has been identified as a key strand for supporting Oldham moving forward.

1.3 The Council’s Cooperative Vision, where everyone does their bit includes a wider understanding of the local drivers behind behaviours and a series of projects have been undertaken over the last twelve months to actively engage with communities.

1.4 A range of interventions have been trialed in hotspot areas where litter and dumping are more prevalent. Working with communities and local leaders has provided a sound baseline to enable behavior change.

1.5 However, each of the hotspot areas are densely populated with a mix of social issues including a prevalence of poorly managed rental properties with transient populations leading to a lack of ownership and pride in an area. It is therefore recognised that in addition to the longer term aspiration of improving behavior there is a need to manage the cleanliness in these areas to a standard which supports and encourages behaviour in a positive way.

1.6 Improving the local environment to best effect is supported by a wider approach to place management practiced through programmes to improve a location. A successful approach to placed based working will include a mix of private, public and/or voluntary organisations. Despite the wide variety of place management initiatives the underlying common factor is usually a desire to improve the local environment and its effectiveness for its users, whether they are residents, business owners or investors. Education to encourage wholesale change over time underpinned where necessary by enforcement which holds those parties to account where there is a complete disregard for the consequences of poor habits which lowers the potential for an area.

1.7 To support this approach whilst tackling known fly tipping hotspots a proposal was developed and implemented in 2018. The resource identified to deliver was as follows:

1.7.1 To increase the number of Dandy Cart operators by 19 taking on the responsibility in the high-density areas and giving a high level of visibility to the local community

1.7.2 The proposed dandy cart resource supported by an additional mobile team (2 FTE) to ensure that any waste collected will be removed in a timely and efficient manner. This team provides additional resource and enables dedicated teams to work to East and West Oldham.

1.7.3 To reduce the duplication of visits the alignment of a mobile team with enforcement has proved very successful in reducing the time taken to clear reported general dumping. The enforcement resource was increased by 4 FTE's however, this was subsequently restructured to contribute towards the corporate savings required. The restructured service supports the strong enforcement needed to deal with industrial and trade fly tipping prosecutions.

1.7.4 7 day working across the teams was introduced to maximise the use of vehicles and ensure effective cleaning for the full week

1.7.5 2 additional street sweepers

1.8 Environmental Management was allocated additional funding of £600,000 (2018) to enable this approach.

1.9 The roles that the appointed staff undertake includes the following range of duties: -

- Emptying public litter bins.
- Fly tipping removal.
- Routed Street cleansing.
- Dedicated area-based teams.
- Alleyway clean up.
- Enforcement clearance team.
- 4 on 4 off working- 7 days a week.

1.10 The additional staff complimented the existing workforce and enabled the service to have a far more flexible and proactive approach covering 7 days of the week. This approach makes full use of the available vehicles and mechanical sweepers leading to an initial reduction in the number of complaints & a significant increase in the number of compliments.

1.11 The focus on Gateways and Corridors, District Centers and Oldham Town Centre still provides excellent results and the approach ensures that those living, working and visiting Oldham have the right experience.

1.12 There are many examples of communities engaging and supporting clean ups with support as required from the council. This approach has been extremely successful, for example in in Coldhurst and Glodwick through My Coldhurst and the Ghazali Trust respectively and this approach is to strengthen and encourage more local community engagement.

1.13 Following an independent audit undertaken by Tidy Britain on behalf of the Department for Environment, Food & Rural Affairs, Oldham was credited with a 'Passing Grade'. This result, prior to the pandemic, shows the investment made into additional street cleansing and enforcement took the Borough to a standard that is nationally recognized.

2. Current Position

2.1 Whilst the increased investment provided an improvement in a number of identified hotspots the picture has become increasingly complex over the last 12-16 months as the pandemic took hold and patterns of behaviour changed:

- Large numbers of people were furloughed or worked from home and therefore waste shifted from the workplace to the home environment.

- Schools and colleges were closed, and again this gave rise to an increase in the amount of waste produced in local neighbourhoods. Some areas coped well whilst in others the patterns of behaviour seen prior to the pandemic were amplified with the tonnages of waste collected and the number of service requests showing a significant increase.
- Whilst our teams have worked throughout the pandemic some of the restrictions put in place to ensure the safety of staff initially impacted on productivity (e.g. isolation of vulnerable groups of staff). However, the risk assessments are now in place for all groups and with the success of the vaccination programme productivity has returned to pre Covid levels.

2.2 To this point the joint approach of education, enforcement and cleaning has worked well and the outcome-based monitoring has shown that large parts of the borough is maintained to a good level. However, as more people have accessed the countryside and local beauty spots for exercise litter has become a more widespread problem. In addition, people not being in the workplace for a variety of reasons, has driven the potential for a general deterioration in known hotspot areas which has been noted during the pandemic.

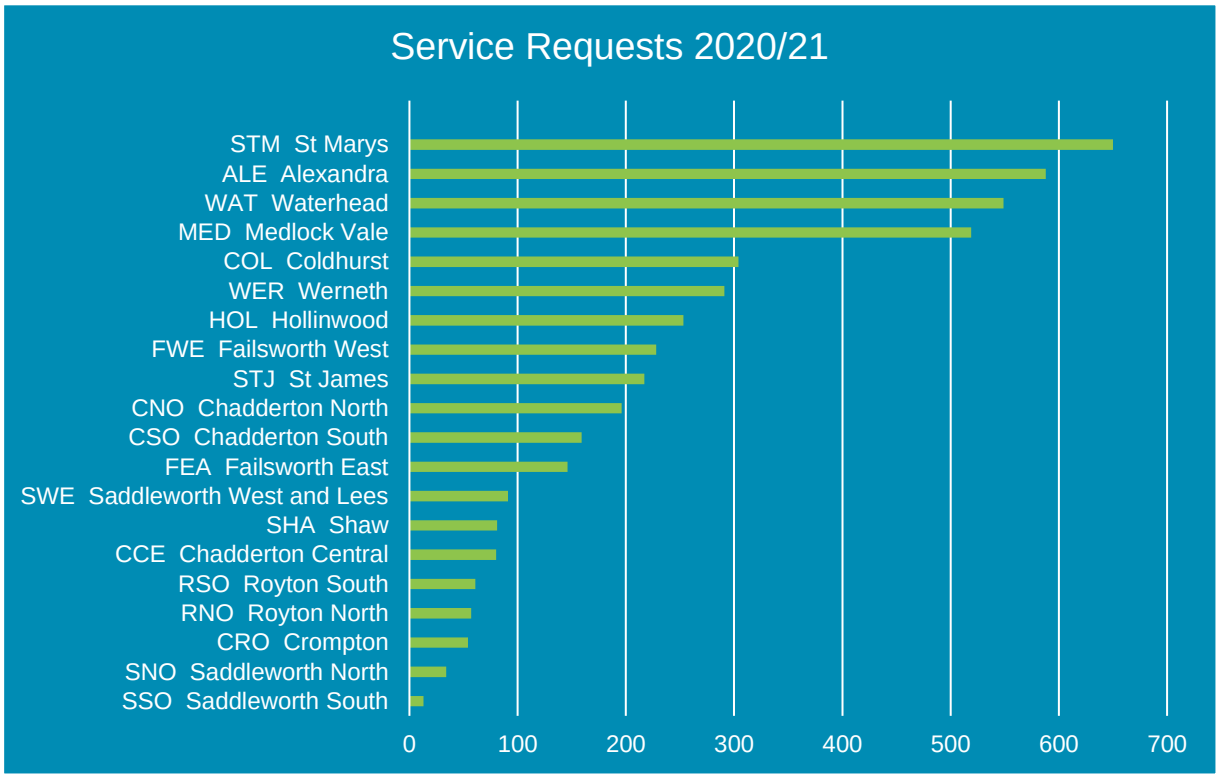
2.3 Service requests

2.3.1 The figures on service requests received support the points made above and show a reduction following the initial investment followed by an increase during the pandemic.

Year	No. of Service requests received re fly tipping/dumping
2018/19	4785
2019/20	4382
2020/21	5822

2.3.2 The numbers also show a correlation between high numbers of service requests, areas of deprivation, predominantly in our central wards, and areas with high numbers of poorly managed rental properties.

2.4 Hotspot Areas



2.5 Enforcement activity

2.5.1 Oldham has always sought to take strong action against those who litter and fly tip. Benchmarked activity clearly shows the strong position taken on enforcement when compared to other areas in Greater Manchester

	Total fly-tipping incidents				Fly-tipping fixed penalty notice actions				Fly-tipping prosecution actions			
	2018/19		2019/20		2018/19		2019/20		2018/19		2019/20	
	Raw value	Direction	Raw value	Direction	Raw value	Direction	Raw value	Direction	Raw value	Direction	Raw value	Direction
Oldham	3,042	Increasing	2,066	Decreasing	515	Increasing	496	Decreasing	32	Increasing	77	Increasing
Bolton	1,004	Decreasing	935	Decreasing	181	Decreasing	133	Decreasing	65	Increasing	46	Decreasing
Bury	2,522	Decreasing	2,677	Increasing	6	Increasing	0	Decreasing	0	Decreasing	1	Increasing
Manchester	19,056	Increasing	18,270	Decreasing	1,366	Decreasing	1,595	Increasing	220	Decreasing	308	Increasing
Rochdale	5,218	Increasing	6,111	Increasing	95	Decreasing	56	Decreasing	27	Increasing	18	Decreasing
Salford	2,759	Increasing	4,187	Increasing	1	Increasing	1	No change	10	Decreasing	4	Decreasing
Stockport	2,663	Increasing	2,511	Decreasing	3	Increasing	10	Increasing	0	No change	9	Increasing
Tameside	1,501	Decreasing	3,367	Increasing	174	Decreasing	206	Increasing	0	No change	0	No change
Trafford	2,905	Increasing	3,274	Increasing	405	Increasing	23	Decreasing	1	Increasing	1	No change
Wigan	1,696	Decreasing	887	Decreasing	310	Increasing	251	Decreasing	6	Increasing	6	No change

2.6 Work continues at key fly tipping spots to introduce physical barriers to reduce access and potential for remote dumping. The following areas will have physical measures installed to improve the position:

- Rose Hey Lane – Failsworth East; closure notice is in progress- Barriers commissioned in readiness.

- Propps Hall Road – Failsworth East: vacant plot to side of shops. Barrier is almost complete and joint work with First Choice Homes to allow advance works on their land is supporting this work and will provide shops with access.

- Oldham Edge – Royton South Council site - barrier has been commissioned and will be installed as on as and Revolution radio provided with key to access.

- St James Street – St James ward (Derker). Another prolific site for commercial fly tipping located behind St James church, the road is not used for access. Requires closure notice and barrier to be commissioned.

- Hill Farm Close – Medlock Vale: work required across services to secure a sustainable solution as the land is identified for future housing provision.

3 Proposal to enhance operational capacity

3.1 It is recognised that clean streets are a priority and following the investment in 2018 a number of issues remain. The number of service requests to deal with littering, dumping (black bag waste) and fly tipping has increased over the last 16 months as people's behaviour patterns have changed during the pandemic. It is noted that there is a generalized increase in litter for the reasons outlined above and the suggested approach supports more focused District led interventions.

3.2 It is therefore proposed to reinvigorate the service with additional resource as outlined below to support and extend on current activity. A key element of the work going forward will be through community focused, co-operative activity in neighbourhoods – led by local elected members. This would include monthly litter picks and this work will be supported through the establishment of the new role of Environment Marshals and Engagement Coordinators.

3.3 The environment marshal would concentrate on low level enforcement, provision of advice and education, signposting other issues to other services but also looking forward seeking to resolve persistent issues and locations through a placed based approach - working in partnership to understand the route causes and problem solving.

3.4 Working alongside would be the Engagement Coordinators. These roles will provide an active interface between communities and council services. Engagement with our communities is a crucial element of the approach to clean streets and in particular to support behaviour change, support engagement activity alongside elected members, support the develop of community involvement and support monthly litter picks. Capacity would be required to have door to door conversations, engage with our voluntary, community and faith sector and work with our newly established Community Champions network. The pandemic has shown what can be achieved working with communities and neighbourhoods to support each other and solve problems – this new approach will build on this learning. The teams would support an intelligence led approach (both data and community insight) and align its efforts to working in the place supporting the overall activity of clean streets.

3.5

Role	FTE	Cost 21/22 (£000)	Cost 22/23 (£000)
Dandy men (district alignment)	5 plus 2 grade 2 support	99	174
Environment Marshals (district alignment)	5	99	173
Engagement/Co-ordinators	3	58	102
Service Vehicles X 2		66 (capital)	
Additional Flytipping clearance team	2x teams (4 per team)	144	243
Additional Temporary Agency Flytipping Clearance team (21/22 only)	2x teams (4 per team)	102	0
Commissioning (additional resource for key campaigns eg dog fouling , comms etc)		29	50

3.6 Detailed financial comments are included later in the report but it is intended during 2021/22 to utilize existing resources and the future financial consequences of this approach will be included in budget setting process for 2022/23. It is unknown at this stage the impact collecting additional waste may have on the collection levy and this will be included in future cabinet financial monitoring reports.

3.7 The work will be underpinned by a comprehensive communications strategy and the Council is relaunching a staff volunteering programme which will allow staff volunteers to come forward and work up to 3 days per calendar year on clean up activities to complement the work outlined.

3.8. It is essential the activity and investment is aligned to a comprehensive place based approach and that the programme of activity is co-ordinated with elected members working at a cluster level driving and supporting the initiative.

3.9 It is envisaged the roll out programme will commence in **September** and will move from ward to ward. A timetable for the programme is being developed and will be co-ordinated and co-designed on a ward by ward basis with ward members leading and supporting. Importantly current street cleansing/fly tipping and enforcement activity as well as member led litter picking will continue as business as usual whilst the enhanced support is rolled out.

4.0 Options

4.1 Option 1 – not to increase capacity and work with current resources. This is not recommended for the reasons outlined in the report.

4.2 Option 2 – to proceed with the proposal as outlined in section 3.

5.0 Consultation

5.1 Consultation with the Portfolio holder has been undertaken to inform the proposal.

6.0 Financial Implications

Revenue Implications

6.1 The additional revenue costs of this initiative are detailed in the table below:

Team	2021/22 £000	2022/23 Onwards £000
Dandy men (district alignment)	99	174
Environment Marshals (district alignment)	99	173
Engagement Coordinators	58	102
Additional Flytipping clearance teams (2 permanent, 2 temporary for 21/22)	246	243

Commissioning (additional resource for key campaigns e.g. dog fouling, comms etc)	29	50
Total	**531**	**742**

6.2 The costs for 2021/22 are for 7 months only and assumes the scheme will commence in full on 1st September 2021. Costs for 2022/23 onwards are for a full financial year. The costs for the initiative are not included within the current budget or Medium-Term Financial Strategy (MTFS). It is anticipated that the revenue costs can be met from a transfer from reserves for 2021/22, and the costs from 2022/23 onwards will need to be incorporated into the MTFS. The impact of this will be to utilise Administration Priorities Earmarked Reserves by up to £0.531m, dependent on when the posts are recruited to and the initiative becomes fully operational. With regard to the additional £0.742m cost for 2022/22, the budget estimates have been prepared to include a sum for service investment which is sufficient to support the additional cost without adding to the financial challenge.

6.3 Vehicle revenue costs (hire, prudential borrowing repayment and fuel) have been included within the overall costs for the relevant team.

6.4 The Council may become liable for additional Waste Levy charges if a significant amount of additional waste is removed. The additional charges will be £102.30 per ton of additional waste processed. The exact number of additional tons of waste cannot, currently, be accurately forecast. However, the impacts of any additional waste disposed will be included in the projections for the Waste Levy charges which will be reported in the financial monitoring reports as the year progresses. It is anticipated that this cost, if necessary, can be accommodated within the resources has available in the waste levy reserve. This in turn may have an impact on the waste levy charged for 2022/23. This will also need to be considered in the context of budget setting for 2022/23. If there are additional costs that cannot be managed within existing estimates, these will be factored into the financial planning arrangements when the position is clearer.

Capital Implications

6.5 In order to deliver this programme of work, it will be necessary to purchase two additional vehicles including one Crew Cab Tipper and a Compact Shovel at an estimated capital cost of £66k.

6.6 Cabinet approved a capital spending programme for replacing fleet vehicles totalling £5.57m on 25th February 2019. This programme encompasses a five-year period covering financial years 2019/20 to 2023/24. It is anticipated that the capital spending associated with this scheme can be financed from within this spending programme without recourse to additional funding. This programme is financed by prudential borrowing, the cost of which has been factored into the revenue budget estimates.

(Nigel Howard)

7.0 **Legal Services Comments**

7.1 Comments within the report and those from HR are noted, no further comments from Legal. Radhika Aggarwal – Principal Employment Solicitor.

8.0 **Co-operative Agenda**

9.0 **Human Resources Comments**

9.1 The additional resource is to complement the existing team to upscale and roll out this work across the borough. Dandy Cart operators are already established posts within the structure so this is more of the same, the engagement/coordinator and marshal posts will be based upon roles that we have used during COVID and are likely to be Grade 3 and Grade 5 respectively. HR will work with the service in order to ensure the appropriate JD/PS and subsequent grading are progressed. The number of posts will be flexible taking into consideration the financial envelope available.

Emma Gilmartin, Strategic HR Business Partner

10 **Risk Assessments**

10.1 The report sets out the implications if the proposal is agreed so there are no specific risks to highlight in this report (Mark Stenson)

11 **IT Implications**

11.1 None

12 **Property Implications**

12.1 None

13 **Procurement Implications**

13.1 There are no procurement implications in the appointment of employees. Emily Molden

14 **Environmental and Health & Safety Implications**

14.1 This work is designed to support a holistic approach to improving the local environment.

15 **Equality, community cohesion and crime implications**

15.1 There is clear evidence to an improved environment supporting community cohesion and we will work with partners to ensure the best results for the investment proposed.

16 **Equality Impact Assessment Completed?**

16.1 N/A

17 **Key Decision**

17.1 Yes

18 **Key Decision Reference**

18.1 NC-06-21

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Report to Cabinet

Oldham's Approach to Equality

Portfolio Holder:
Councillor Shah, Leader of the Council and Cabinet Member for Economic and Social Reform

Officer Contact:
Rebekah Sutcliffe, Strategic Director of Communities & Reform

Report Author: Jonathan Downs (Corporate Policy Lead)

26.07.2021

Reason for Decision

At Full Council in June 2020 a commitment was made to develop a new Equality, Diversity and Inclusion (EDI) Strategy for Oldham Council, including the adoption of new Equality Objectives.

This report summarises how we currently meet our duties in respect of equality in Oldham, as well proposing the adoption of new Equality Objectives and an Equality, Diversity and Inclusion Strategy covering 2021 – 2025.

Executive Summary

In summary, those subject to the equality duty must, in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

This report summarises how we currently achieve this in Oldham, as well as what we do to further champion equality and diversity in Oldham.

Recommendations

1. To approve the new Equality Objectives for 2021 - 2025
2. To endorse the proposed EDI Strategy for 2021 - 2025 in advance of Council

1 Background

1.1 At Full Council in June 2020 a commitment was made to develop a new EDI Strategy for Oldham Council, including the adoption of new Equality Objectives.

1.2 This report summarises how we currently meet our duties in respect of equality in Oldham, as well proposing the adoption of new Equality Objectives and an EDI Strategy covering 2021 – 2025.

2 What are our duties in respect of equality?

2.1 The Equality Act 2010 brought several separate pieces of equality legislation together into one Act. It also extended the public sector equality duties to cover eight protected characteristics, namely:

Age	pregnancy and maternity
disability	race
gender	religion and belief
gender reassignment	sexual orientation

2.2 In December 2010, the Government announced that it would not be taking forward the socio-economic duty for public bodies. Despite this we have continued to consider people on low incomes as part of our equality impact assessment (EIA) process.

2.3 In summary, those subject to the equality duty must, in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

2.4 The Act also introduced the Public Sector Equality Duty. Under this duty, local authorities must:

- publish service and workforce data annually
- set at least one equality objective for the organisation (maximum timeframe for achievement set at 4 years)

3.0 How are we meeting these duties in Oldham?

3.1 There are five main elements to our approach to equality in Oldham, they are:

1. **Considering the impact of our decisions through the Equality Impact Assessment (EIA) process** - In taking decisions the Council must demonstrate that it has given “due regard” to the need to eliminate discrimination, promote equality of opportunity and promote good relations between different groups.

   Demonstrating that “due regard” has been given involves:

- assessing the potential equality impact of proposed decisions at an appropriate stage in the decision-making process - so that it informs the development of policy and is considered **before** a decision is taken;

- ensuring that decision makers are aware of the equality duties and any potential equality issues when making decisions.

It is important to note that having due regard does not mean the Council cannot make decisions which have the potential to impact disproportionately, it means that we must be clear where this is the case and must be able to demonstrate that we have consulted, understood and mitigated the impact, where possible.

2. **Publishing service and workforce data** – The Equality Act 2010 requires the council to publish information showing compliance with the Equality Duty, on at least an annual basis. Over time we intend to collect even more service information and to strengthen the collection of equality related data across the council. This work is referenced in the new EDI Strategy.

3. **Setting Equality Objectives** – The Equality Act 2010 requires the council to publish specific and measurable equality objectives. However, setting equality objectives is an important way for us to show our commitment to equality, diversity and inclusion. We have refreshed our Equality Objectives for 2021 – 2025, please see section 4.0.

4. **Developing a new EDI Strategy for the Council** – To support the council's ambition to champion Equality and Diversity, an EDI Strategy has been developed, which shows the activity that will be undertaken to create a place that values and celebrates our differences while creating equal opportunities for all, please see section 5.0.

5. **Shaping our Covid-19 response through Oldham's Equality Advisory Group** – We are committed to minimising the impact of COVID-19 across our communities. The steps we are taking to tackle the pandemic and the subsequent recovery planning, aim to support people, especially those groups with protected characteristics who are often most impacted. To support this approach, we have established an Equality Advisory Group which will provide insight and expertise, helping us capture the voice of lived community experience in our COVID-19 response and recovery planning and beyond.

4.0 Adopting New Equality Objectives

4.1 Under the duties of the Equality Act (2010) and the Public Sector Equality Duty, a local authority must set at least one equality objective for the organisation (with a maximum timeframe for achievement set at 4 years). Oldham Council adopted two Equality Objectives in April 2015 which were set for four years. These objectives were as follows:

1) **To establish standardised categories and classifications for equality data being recorded**: This was to ensure that equality data is collected and reported consistently across the organisation, using uniform criteria which can be future proofed and adapted for any changes to equality categorisation.

Over the past four years the we have started to standardise equality datasets and analysed them to look at how we can achieve a more representative workforce. This piece of work was one of the deep-dives for 2016/17. Over time we intend to collect even more service information and to strengthen the collection of equality related data across the council. Crucially, we will work to identify how we use this data to inform service planning and development, seeking to continually improve our performance over time.

2) **To carry out in-depth research and analysis of service areas for which we collect equality data at a rate of one service area per year**: This was to enable the council to look at how the equality data we collect can be improved and how we can better use the data to inform service planning.

   The first deep-dive (2015/16) we carried out was looking at the impact of welfare reform on those aged between 16-25 years old. Two other deep-dives have been undertaken: the work to look at how we can achieve a more representative workforce, and the work to develop a Street Charter for those with a sensory disability which includes mechanisms for better collection of data around these issues. A fourth deep dive into the equality impact of Covid-19 was recently completed, which has been used to help shape our ongoing Covid-19 response and recovery planning.

4.2 The objectives now need to be refreshed to outline Team Oldham's equality focus for the next four years from 2021 - 2025. Following consultation with services, portfolio holders and equality leads from across the partnership, we are proposing to adopt four new Equality Objectives that will set out our commitment for progressing equality, diversity and human rights across the borough:

1. **Identify and mitigate the equality impacts of COVID-19, informing our response through research, best practice and lived experience, while supporting the delivery of our Covid-19 Recovery Strategy** – As a council we are committed to minimizing the impact of Covid-19 on our residents. Though the Equality Impact Assessment process that has been completed, we have identified additional steps will take to address inequalities as a result of the pandemic response through to mitigating against inequality as we recover.

2. **Provide services that put the citizens' voice at the heart of decision-making, ensuring our services are inclusive and drive equity** – Our policies and strategies aim to capture the lived experiences of our communities and our action EDI Strategy reflects their insights.

3. **Champion inclusivity across the borough, working with our partners and communities to make Oldham a fairer place for everyone, while valuing and celebrating diversity and inclusion for all** – Ensuring equality is fully embedded within our organisational culture and across Team Oldham and is reflected in our principles and values in everything we do

4. **Achieve a skilled and diverse workforce building a culture of equality and inclusion in everything we do** – Implementing a programme of activity which supports workforce equality and diversity in a holistic way through The Workforce Strategy 2020-2023.

4.3 These objectives will be supported by Oldham's EDI Strategy, which shows how we will achieve these objectives.

5.0 Oldham's Equality, Diversity and Inclusion Strategy

5.1 At Full Council in June 2020 a commitment was made to develop a new EDI Strategy for Oldham Council, including the adoption of new Equality Objectives covering 2021 – 2025.

5.2 The proposed strategy sets out the council's commitment to progressing equality, diversity and human rights across the borough. It outlines how we will eliminate unlawful discrimination, advance equality of opportunity and promote good relations between all people regardless of age, disability, race, sex, gender identity, religion or belief, sexual orientation, pregnancy or maternity, socio-economic and marital or civil partnership status.

5.4 The aim of the EDI Strategy is to place equality and diversity at the heart of what we do, providing our key priority areas for embedding equality, diversity and inclusion across Oldham. The strategy sets ambitious goals and measures progress against these in order to drive organisational improvement. We are currently identifying key leads for each action in the strategy, who will be responsible for ensuring delivery. This will include developing detailed delivery plans that sit behind the strategy, enabling us to monitor progress and impact.

5.5 The strategy builds on the four Equality Objectives proposed in section 4.0, ensuring Oldham Council meets the general and specific requirements of the equality legislation in everything we do so that equality is fully embedded within our organisational culture and reflected in our values and principles. The proposed EDI Strategy can be seen in full in Appendix 1, which the accompanying Equality Action Plan.

5.6 Whilst the Equality Action Plan articulates our key priority areas it does not capture everything that we do to address inequality, as the work to address inequalities is reflected in the relevant individual strategies, plans and policies that are in place across Team Oldham This is a living document. It recognises that Equality and Diversity doesn't stay the same, it changes, Covid-19 has shown us that. This is about ensuring we are doing everything we can, to tackle inequality in all its forms, through all our work. The Equality Action Plan will be updated regularly and overseen by Oldham's Equality Advisory Group and Oldham Council's Equality Steering Group.

5.7 The action plan will continue to be developed with action leads, reflecting the ongoing work to capture the learning from our response to the Covid-19 pandemic, as well as work that is currently being undertaken to map equality impacts across the wider system. This includes the development of a dedicated performance dashboard for equalities, helping us measure how we are tackling inequalities across the borough, Team Oldham's services and our workforce. The detailed supporting delivery plan will be ready September 2021, in advance of the Equality Strategy being submitted to Full Council for adoption.

6.0 Options/Alternatives

6.1 Option one – to approve the equality objectives and equality strategy, agreeing that it progresses to Full Council for ratification.

6.2 Option two – to not approve the equality objectives and equality strategy.

7 Preferred Option

7.1 Option one is the preferred and recommended option.

8 Consultation

8.1 During the development of the Equality, Diversity and Inclusion Strategy we have consulted with Oldham's Equality Advisory Group (representing communities with protected characteristic), key partners (including the CCG and VCFSE sector), senior officers and Overview and Scrutiny. (Jonathan Downs)

9 Financial Implications

9.1 None

10 Legal Services Comments

10.1 The report appropriately sets out the Councils duties under the provisions of the Equality Act 2010 and the Council's strategy for complying with such duties which meet the requirements of the Act. As such, no legal issues arise from the proposals. (Colin Brittain)

11. **Co-operative Agenda**

11.1 As a Co-operative Council, Oldham is committed to embedding Equality, Diversity and Inclusion into everything we do. This strategy sets out our vision for equality and diversity in Oldham, weaving equality, diversity and human rights into everything we do to develop a culture of fairness, openness and respect, as defined by our Co-operative values. (Jonathan Downs)

12 **Human Resources Comments**

12.1 The development of a new EDI Strategy for Oldham presents a great opportunity to champion equality and diversity in everything we do. HR have been closely involved in the development of the objectives in the Strategy which encourages a diverse workforce with the right skills to build a culture of equality and inclusion in the way we relate to residents as well as how we create a culture that embraces diversity across the workforce. The Workforce Strategy for #TeamOldham has at its heart an ambition to improve the diversity of our workforce in a way that recognises the skills and difference of our population and contributes to Community Wealth Building. The intention is to align objectives for Oldham in order to share best practices, create more whole system career pathways and make a real difference to the employment opportunities for our communities.

12.2 Communications will be key in promoting and embedding messaging around diversity in order that programmes of work to promote inclusion and difference become business as usual rather than discreet and transitory activities. (Elisabetta Coccia)

13 **Risk Assessments**

13.1 N/A

14 **IT Implications**

14.1 N/A

15 **Property Implications**

15.1 N/A

16 **Procurement Implications**

16.1 N/A

17 **Environmental and Health & Safety Implications**

17.1 N/A

18 **Equality, community cohesion and crime implications**

18.1 This strategy sets out how we plan to achieve equality aims and objectives by working collaboratively across Team Oldham, as well as showing how we will monitor our progress.

19 **Equality Impact Assessment Completed?**

19.1 N/A

20 **Key Decision**

20.1 No

21 **Key Decision Reference**

21.1 N/A

22 **Background Papers**

22.1 N/A

23 **Appendices**

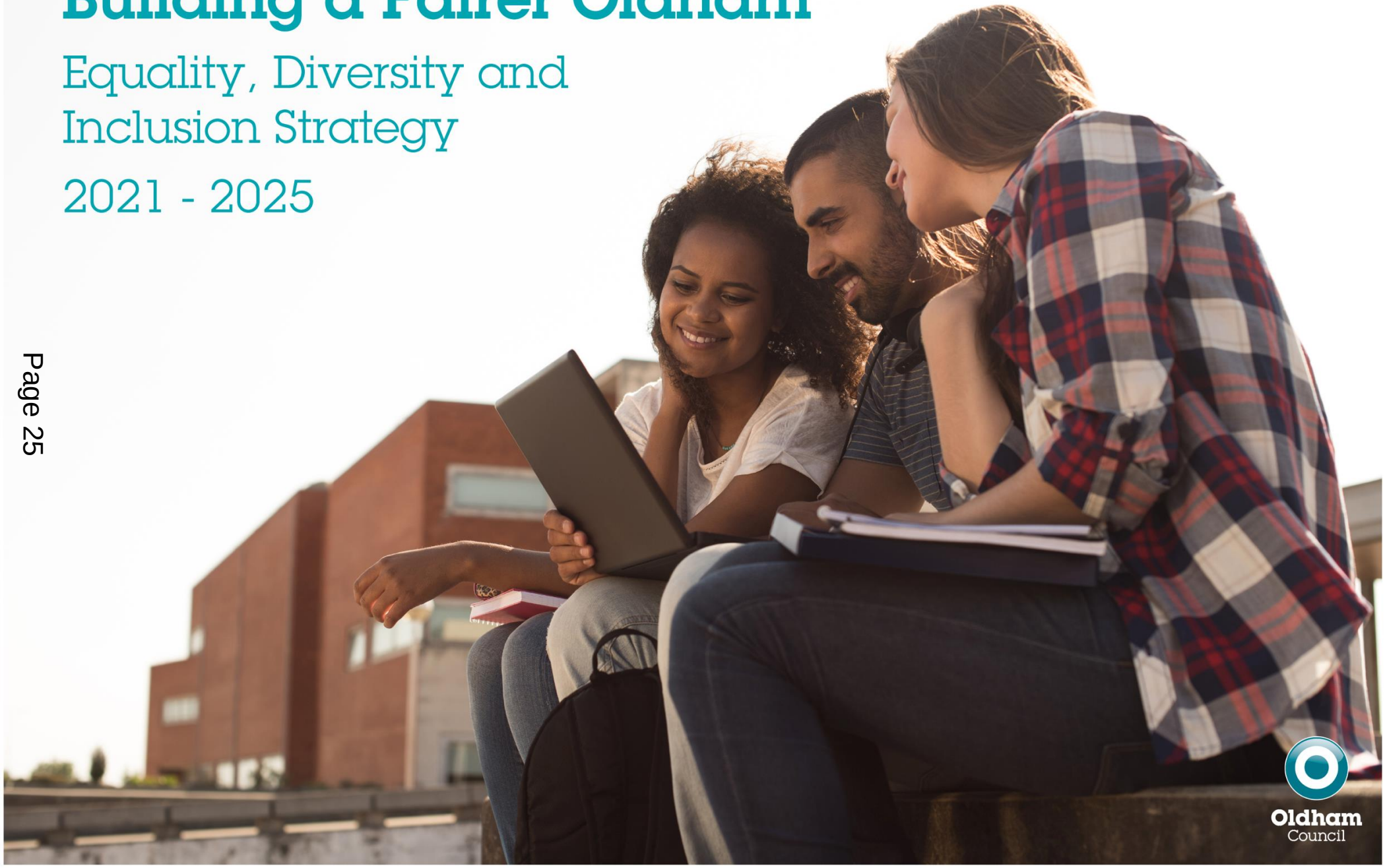
23.1 Appendix 1 – Equality, Diversity and Inclusion Strategy

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Building a Fairer Oldham

Equality, Diversity and Inclusion Strategy

2021 - 2025



Oldham Council

Message from Cllr. Shah, Leader of Oldham Council

I am delighted to introduce Oldham's Equality, Diversity and Inclusion Strategy: 'Building a Fairer Oldham'. Oldham is a vibrant and diverse borough, but not everyone has access to the same opportunities. I believe our town will only fulfil its collective potential if everyone who lives and works here can reach their own individual potential and are not limited because of who they are or where they live.

Working in partnership is core to our approach in Oldham and this strategy recognises that tackling inequality requires the widest possible ownership, engagement and contribution. We need to use all our resources, our creating and commitment if we are to deliver on our shared ambition of a more equitable Oldham; an Oldham where all who live and work comfortably, healthily and happily.

Our Equality, Diversity and Inclusion Strategy is an important document setting out our priorities over the coming years as we seek to fundamentally redesign Team Oldham's services, recover from the impact of COVID-19, deliver significant budget cuts and improve outcomes for residents. Our vision is to create a place where people understand, respect and celebrate each other's differences, this strategy sets out the improvements we would like to see and expands on the successful work already happening to tackle unfairness across the borough.

This strategy will build on the hard work and dedication of individuals and organisations that are committed to equality and fairness. It will provide ways for people to share their experiences, good and bad, and to establish systems that concentrate our efforts, knowing that working together will have the greatest impact.

Despite the challenges we face collectively and as individuals, I believe our Equality, Diversity and Inclusion Strategy and the actions that will be developed under it to meet our equality objectives will have real benefits for Oldham. It is a work of shared values and vision created through listening to our Equality Advisory Group, communities, Voluntary, Community, Faith, and Social Enterprise (VCFSE) partners, stakeholders and staff. We are grateful to everyone who has helped us to shape this strategy so far, and who we will continue to work with to build a fairer Oldham, so nobody is left behind.

This strategy sets out how we plan to achieve these aims by working collaboratively across Team Oldham, as well as showing how we will monitor our progress. I have made a commitment to report on our progress regularly, in order to make sure that there is accountability for the actions that we have said we will take forward. It's important to recognise that this is a living document: as we implement the strategy, working with our communities to deliver the work, the detail and content with adapt and change, reflecting the needs of Oldham's communities and the insights that they bring to inform our approach.

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Introduction to Oldham's Equality, Diversity and Inclusion Strategy

Our vision is to create a place where people understand, respect and celebrate each other's difference, while tackling the inequalities that exist in health, income and opportunity across the borough. We are committed to creating a place that values and celebrates our differences while promoting equal opportunities for all.

Oldham has a rich history of people from different backgrounds and cultures living and working together. However, we know that there are groups of people that are marginalised, who are more likely to face inequality and discrimination than others. As we recover from the impact of Covid-19 it is critical that we tackle inequality and discrimination head on, setting aspirational targets for improving equality across the borough. Evidence shows us that Covid-19 has impacted disproportionately on our communities from ethnic minority backgrounds; older people and younger people – the latter being particularly affected by rising unemployment; and more generally, people living on low incomes.

We are proud of the work in Oldham to reduce inequalities experienced by individuals and groups of people across Oldham, but we know we can do more. Our policies and strategies aim to capture the lived experiences of our communities and our Equality Strategy reflects their insights and expertise. The purpose of our Equality Strategy is:

- To meet the general and specific requirements of the equality legislation in everything we do so that equality is fully embedded within our organisational culture and reflected in our principles and values.
- To state our commitment to make Oldham a fairer place in which to live, work and feel safe.
- To ensure our workforce are aware and equipped to provide culturally appropriate and inclusive services.
- To address and outline the additional steps we are undertaking to address inequalities as a result of Covid-19 from our initial pandemic response through to our recovery and rebuild phase.
- To implement a programme of activity which supports workforce equality and diversity in a holistic way through the #TeamOldham Workforce Strategy 2020-2023.

We recognise that we have a range of statutory responsibilities, including the Equality Act 2010 and the Public Sector Equality Duty, and take equality and diversity seriously, but our ambition is to go beyond these obligations and weave equality, diversity and human rights into everything we do to develop a culture of fairness, openness and respect, as defined by our Co-operative values.

We know that there are difficult challenges that lie ahead. Inequalities have been exacerbated in recent times by Covid-19, public sector cuts and different political ideologies. The recent Marmot Review, 'Build Back Fairer in Greater Manchester: Health Equity and Dignified Lives', published 30 June 2021, sets out the devastating impacts of inequalities on our communities. The report shows that the Manchester City Region had a 25% higher COVID-19 death rate than England as a whole in the 13 months to March 2021. This high

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death rate contributed to a decline in life expectancy in the North West region, which was larger than the average in England. Life expectancy fell in 2020 by 1.6 years for men and 1.2 years for women in the North West compared 1.3 years and 0.9 years, respectively, across England.

Given all the evidence for the inequalities in risks of mortality from COVID-19, it is essential that all efforts at rebuilding have the goal of greater equity at their heart – so that we can Build Back Fairer and ensure that unfair and unnecessary health inequalities are reduced.

This Strategy will be reviewed regularly to ensure the needs of our communities are being met fairly and equally. Progress will be monitored and reported, with supporting delivery plans developed to accompany each strategic action area, underpinning the delivery of the strategy.

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Why do we need an Equality, Diversity and Inclusion Strategy in Oldham?

Society is diverse, with a wide range of differences among people, families and communities. We may be older or younger, have a religious belief or no religious belief, or have a different background. This is a normal part of life.

When we talk about inequality, we mean that people are treated unfairly and less favourably because of these differences and characteristics, real or perceived. Furthermore, equality does not mean that everyone should be treated the same, but that everyone should have an equal opportunity to make the most of their lives and talents. This means removing societal barriers across the borough so that everyone can be involved and feels welcome. It also means recognising that a one size all approach to services doesn't connect with residents needs or achieve the outcomes we want for our communities.

We believe the people of Oldham want to live in a place that is committed to fairness and equality of opportunity, a borough that tackles discrimination and prejudice and that these principles help communities come together and live together harmoniously.

We want to make it possible for everyone to feel that they can make a difference, to open the debate about inequality and unfairness. This strategy brings together key commitments and priorities against which we need to deliver to achieve our collective ambitions. It is everyone's responsibility to make Oldham a fairer place to live in. It is a shared endeavour, involving communities and employers, as well as Team Oldham and our VCFSE partners.

The strategy, whist ambitious, cannot reflect every inequality which will be experienced over the next 4 years. It sets out key actions across 4 equality objectives. These are:

1. Identify and mitigate the equality impacts of COVID-19, informing our response through research, best practice and lived experience, while supporting the delivery of our Covid-19 Recovery Strategy.

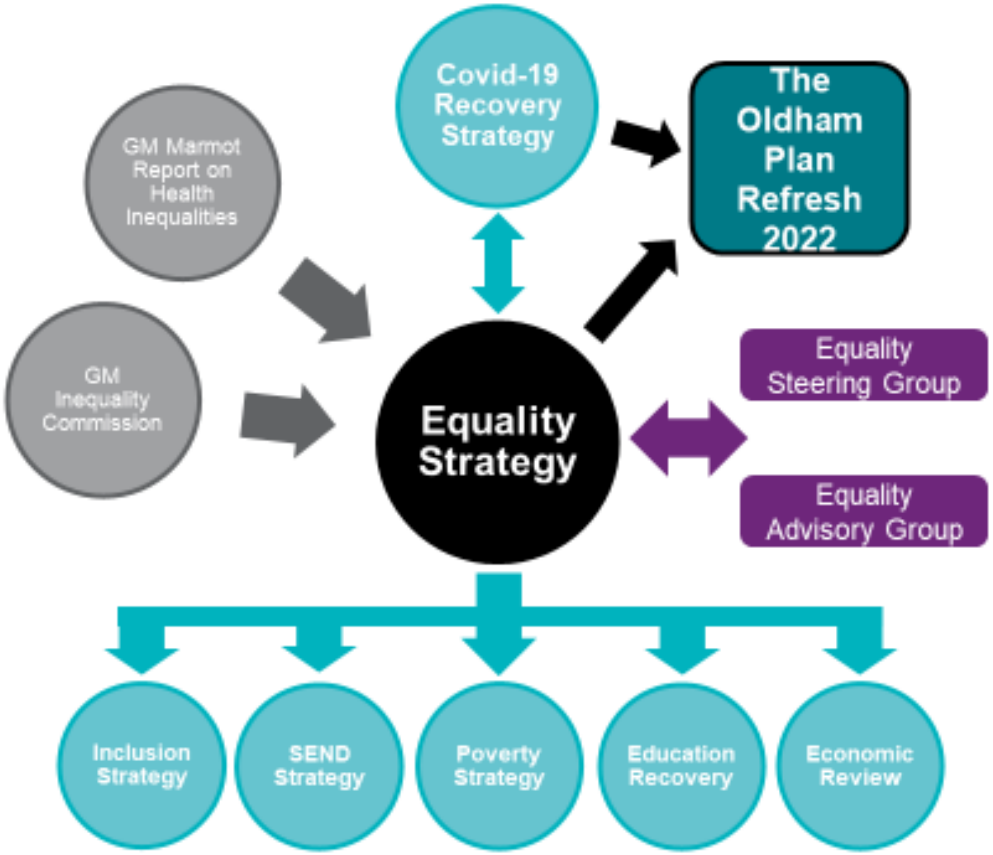
2. Provide services that put the citizens' voice at the heart of decision-making, ensuring our services are inclusive and drive equity.

3. Champion inclusivity across the borough, working with our partners and communities to make Oldham a fairer place for everyone, while valuing and celebrating diversity and inclusion for all.

4. Achieve a skilled and diverse workforce building a culture of equality and inclusion in everything we do.

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Progress against the actions, and accountability for wider system change, will be visible through performance measures and action taken through the broader strategic and operational framework of Team Oldham. Please see the diagram below that shows some of the key interconnectivities:



Equality Objective 1 - Identify and mitigate the equality impacts of COVID-19, informing our response through research, best practice and lived experience, while supporting the delivery of our Covid-19 Recovery Strategy:

More than ever, as we recover from the impact of COVID-19 it is critical that we continue to tackle inequality and discrimination head on. The COVID-19 pandemic was experienced in significantly different ways across our communities and has exacerbated many pre-existing inequalities, including health and finance. We have seen existing inequalities resulting in people being more at risk of transmission of COVID-19, at risk of poorer outcomes from infection, and at risk of greater impact from control measures. The Marmot Review 'Build Back Fairer' (January 2021) found shockingly high COVID-19 mortality rates among British people who self-identify as Black, Bangladeshi, Pakistani and Indian, with clear links to the challenges caused by deprivation. The Review also found that Covid-19 and the response to the pandemic has also widened existing inequalities, with more people suffering poorer health outcomes as a result. Public Health England (PHE) have found older people, males, those living in deprived areas, and those from minority ethnicities are at increased risk of poor outcomes. However, it is equally important to note that inequalities are also experienced in relationships between services / organisations – in the assumptions that are made; the language that is used; the way we communicate; and how services are designed and accessed.

The Marmot review 'Fair Society, Healthy lives' (2010) demonstrated how health inequalities are affected by a wide range of social and economic factors including where we live, our housing, our income, the environment, our relationship with the local community and the lifestyle choices we make. The review considered how health inequalities are an accumulative process with the influences of negative and positive factors beginning at birth and continuing over a person's life. These factors are now widely accepted as being responsible for significant levels of health inequalities. People living in deprived areas and in the lowest income group are much more likely to have a reduced life expectancy and a poorer health outcome than more affluent people.

Both COVID-19 and the measures to control it have exacerbated the fundamental inequality in death rates between Oldham, GM and the wider North, and the rest of the UK. The Northern Health Science Alliance has found that 12.4 more people per 100,000 population have died with COVID-19 in the North from March to July than elsewhere in the country, with 57.7 more people per 100,000 dying of all causes.

The exacerbation of existing inequalities because of COVID-19 has also resulted in a further deepening and widening of poverty in the borough. Unemployment rates have doubled since March and rates are highest in our most disadvantaged communities. We are especially concerned about the rise in youth unemployment; now approaching 16% borough wide in some hotspots, within our poorer wards, as high as 37%.

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We will continue to work across Team Oldham to tackle these inequalities, especially for communities who have been disproportionately hit hardest by the pandemic. Through our Covid Recovery Plan we will take steps to support our most vulnerable communities, protect our health system, and support our economy.

Equality Objective 2 - Provide services that put the citizens' voice at the heart of decision-making, ensuring our services are inclusive and drive equity:

How we develop and co-produce services is fundamental to how we meet our equality and diversity responsibilities. The co-design process and decision-making about how we make changes to services is underpinned by principles and approaches that ensure equality and diversity issues are identified and acted on so that residents' needs are met and that they can access services in ways that balance the delivery of effective and efficient services with what suits them.

Good engagement and consultation with residents is key to providing accessible and resident focused services that are co-designed and influenced by the people who will use and benefit from them. When engaging we take care to reach all sections of the community, often using the expertise of the Oldham Partnership, Equality Advisory Group and our VCFSE partners to better understand the impact on people and communities with protected characteristics, helping co-design and develop solutions to the challenges facing these communities.

Our Equality Impact Assessment (EIA) process is an essential tool for co-designing services, policies and strategies, and understanding the impact, positive and negative, of our decisions on different protected groups. EIAs are the primary way in which equalities and diversity issues are identified across Team Oldham and they provide a systematic framework and evidence-base to demonstrate that we have considered equalities and diversity in our decision-making processes, as well as evidencing how we will mitigate any identified impacts. We will strengthen our EIA process, firming up our approach to community engagement and inclusive design and co-production, ensuring equality issues are at the heart of Oldham's decision-making approach.

Concerns about the digital divide have been particularly acute during the COVID-19 pandemic as the internet and digital devices have played an important role in allowing people to access services, attend medical appointments and stay in touch with friends and family. Through our Team Oldham Digital Strategy, we are committed to 'delivering a connected Oldham for everyone'. The strategy is deliberately broad in its focus to ensure that we balance delivery of digital infrastructure with designing and delivering digital services that reflect the needs of the people who use them. By understanding resident's needs, services should be designed in a way that makes them easy to use and access 24/7 from the comfort of their own homes. This includes the council website as the 'front door' to digital services meeting accessibility standards and the online customer journey being effective and efficient from start to finish. We are also committed to playing our part to work together with partners to ensure that everyone has the access,

skills and confidence to feel empowered to benefit from the opportunities that digital brings in our day-to-day lives. Access to the digital world should be a basic human right, everyone in Oldham whatever their age, location, or situation, should be able to benefit from the opportunities digital brings, so we will be developing a plan to address the barriers of digital exclusion and the digital divide, in a co-ordinated and focussed way, informed by local needs and sharing learning, resource and expertise.

As a service provider we are working to ensure that the way services are co-designed and delivered take account of the diverse needs of our residents and communities, ensuring our services are accessible to all. We will be undertaking a fundamental review of how we work with residents, developing policies and procedures that support co-design and ensure transparency when delivering services. By promoting fairness and inclusion we will remove barriers to services and opportunities. We will take practical steps to improve the way we provide our services and act to tackle discrimination that affects specific groups. We also have a Public Sector Equality Duty to be able demonstrate to the community how we have considered the impacts of our decisions and what the outcome of these considerations has been. We will continue to publish this information annually through our annual equality report.

Equality Objective 3 - Champion inclusivity across the borough, working with our partners and communities to make Oldham a fairer place for everyone, while valuing and celebrating diversity and inclusion for all:

Equality is at the heart of our vision and values and is a part of everything that we do. Oldham has an increasingly diverse population, but inequality continues to affect different people and communities in different ways. We are committed to tackling discrimination and the inequalities which prevent people from fulfilling their true potential.

We know some people face prejudice and discrimination. This can be due to fear, a lack of understanding or because of hatred and intolerance. This may include harassment, hatred or violence and may be linked to homophobia, racism, sexism or transphobia. We recognise that some people express fear, lack of respect and contempt towards people from other groups and communities. As champions of inclusivity, we will take a no-tolerance approach to hate crimes, doing more to enable victims or witnesses to come forward. We must also continue to support victims and ensure that perpetrators face justice. Finally, we must work across Team Oldham and are communities to challenge the attitudes and beliefs that drive these crimes.

Historical and contemporary systemic and institutionalised discrimination and prejudice in the treatment of Black and Asian people, and people belonging to other ethnic minorities, have resulted in entrenched inequalities rooted in long-standing structural issues of poverty and disadvantage. We will work to increase peoples' knowledge and understanding about specific equalities issues. We will focus on promoting positive messages, celebrating equality, diversity and inclusion. We will work with staff, members of the public, service users, community groups and VCFSE partners to achieve this, developing campaigns and initiatives in partnership with

groups and communities with lived experience of protected characteristics. Our goal is to challenge discrimination, promote equality of opportunity and understanding and foster good relations across Oldham's communities.

Building a Fairer Oldham also means recognising that there are other causes of inequality or exclusion, often inter-connected and mutually reinforcing. People can be excluded because they have low income, are socially isolated, live in poor housing or due to poor health. Despite the best efforts of Team Oldham, through commitments such as the living wage, Fair Employment Charter and Ethical Framework, poverty and inequality in Oldham have been increasing over the last 10 years and gaps in wealth and health across the borough continue to widen. Pre-Covid19, Oldham's place in the IMD had worsened (19th LA) and the borough continues to have some of the highest rates of child poverty in the country.

We are currently refreshing Oldham's Poverty Action Plan through Oldham's Poverty Steering Group (comprising senior leaders and officers from across the system, to provide strategic oversight and direction), ensuring that it is responsive to the increasing demands placed on services across the system caused by COVID-19. As well as meeting urgent needs now, the plan will begin to look forward to recovery and will have a greater focus on tackling the underlying causes of poverty and inequality. In this respect, the Poverty Action Plan is a pre-cursor to the development of a Poverty Strategy, taking forward key actions now and beginning work at a strategic and operational level that will make our efforts to combat the symptoms and causes of poverty more effective.

Equality Objective 4 – Achieve a skilled and diverse workforce building a culture of equality and inclusion in everything we do:

The Team Oldham Workforce Strategy ensures that our employment processes and conditions are free from discrimination and that we work towards removing barriers to employment, development and career opportunities for everyone. We are committed to building an inclusive Team Oldham where the workforce reflects the borough we serve and the needs of all citizens, and where colleagues feel confident about being themselves at work.

The profile of the existing Team Oldham workforce does not currently reflect the diversity of our communities and we have recognised that we need to accelerate improvements in this area, especially as one of the borough's largest employers we need to lead by example. To increase the pace of change we are setting ambitious targets and actions to ensure our actions match our ambition. We want to attract people from all backgrounds to work for us, and we want to retain staff by valuing their contribution and supporting them to give their best. Our approach to inclusivity and diversity is at the heart of how we do this. As we need our workforce to understand how to make difference work for all of us. As well as applying fair recruitment practices and tackling barriers to employment, we offer flexible ways of working, family-friendly policies, and learning and development opportunities to

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help staff fulfil their potential. We are also committed to tackling the gender pay gap, ensuring everyone is payed fairly and exploring how our working practices can be made more flexible to support women who return to work after having a baby.

The greatest challenges we face to having a diverse workforce is increasing the number of people with disabilities we employ and ensuring good levels of progression for our black and minority ethnic communities. This means we need to have both generic and targeted measures in place to address these challenges. We already ensure that all disabled candidates who meet essential criteria are guaranteed an interview and steps are taken to support people who need adaptations of any nature but there is still work to do and we have an ambitious Apprenticeship and Kick Start programme which aims specifically to offer new opportunities to those people who may not normally look to find employment with us. In respect of people from a Black and Minority Ethnic background our workforce does consistent of people from a rich mix of cultures but these staff are predominantly in front line and junior roles and so the challenge is to understand and address how we can be more representative at all levels and create development opportunities which will accelerate progression at a faster pace.

We will continue to promote our commitment to equality, diversity and inclusion across Team Oldham so that our actions both within and outside our organisations demonstrate a passion and commitment to create opportunities for all. To further workforce equality across Team Oldham we are committed to participating in the Stonewall UK Workplace Equality Index, measure our progress on lesbian, gay, bi and trans inclusion in the workplace. We are also committed to becoming a Disability Confident accredited employer, making our workplaces more accessible to staff with disabilities.

We are committed to creating an environment where employees feel able to be open about their background, identity and characteristics, if they choose to do so. We will appoint workforce equality champions, ensuring staff with protected characteristics are represented and heard in relation to workforce issues. We expect respect from all and will celebrate differences among the communities we serve and within our own workforce. We will take robust action to ensure Team Oldham provides a working environment that is free from discrimination and harassment and will take action as needs be, both to ensure best practice is applied and to ensure people and organisations are protected.

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Appendix: Equality Action Plan 2021 – 2025

The aim of the Equality Action Plan is to place equality and diversity at the heart of what we do, setting ourselves ambitious goals and measuring progress against these in order to narrow the gaps that exist across the borough.

Whilst the Equality Action Plan articulates our priorities it does not capture everything that we do to address inequality, as the work to address inequalities is reflected in the relevant individual strategies, plans and policies that are in place across Team Oldham This is a living document. It recognises that Equality and Diversity doesn't stay the same, it changes, Covid-19 has shown us that. This is about ensuring we are doing everything we can, to tackle inequality in all its forms, through all our work. The Equality Action Plan will be updated regularly and overseen by Oldham's Equality Advisory Group and Oldham Council's Equality Steering Group. The current focus of the Action Plan is on the Council, CCG, Unity and parts of Team Oldham, but additional development will deepen this approach across the wider system.

The action plan will continue to be developed with action leads, reflecting the ongoing work to capture the learning from our response to the Covid-19 pandemic, as well as work that is currently being undertaken to map equality impacts across the wider system. This includes the development of a dedicated performance dashboard for equalities, helping us measure how we are tackling inequalities across the borough, Team Oldham's services and our workforce. The detailed supporting delivery plan will be ready September 2021, in advance of the Equality Strategy being submitted to Full Council for adoption.

Equality Strategy: Action Plan 2021 / 2025			
Equality Objective	**Key Actions**	**Who**	**Impact**
Identify and mitigate the equality impacts of COVID-19, informing our response through research, best practice and lived experience, while supporting the delivery of our Covid-19 Recovery Strategy.	We will continue to work across Team Oldham, Oldham's Equality Advisory Group and our communities to deliver Oldham's Covid-19 Recovery plan, focused on mitigating the impact of the pandemic across all of Oldham's communities. We will continue to meet with the Equality Advisory Group on a fortnightly basis, capturing community insight and co-developing solutions to the ongoing challenges presented by the pandemic.	Lead - Matthew Drogan, Head of Strategy and Performance Supported by - Team Oldham / Equality Advisory Group / Public Health / Corporate Policy	Learning from the pandemic is embedded in future ways of working.

	Reducing the inequalities created, or that were pre-existing and exacerbated, during the pandemic for people with protected characteristics or other vulnerable groups through Team Oldham's Equality Impact Assessment Process, which will identify potential issues, ensuring appropriate mitigations can be put in place across the wider Team Oldham system. We will update the Covid-19 EIA quarterly, identifying any new or emerging impacts on vulnerable groups or groups with protected characteristics, ensuring appropriate mitigations can be put in place.	Lead - Jonathan Downs, Corporate Policy Lead Lead - Mark Drury, Head of Public Affairs (Oldham CCG) Supported by - Public Health / Adult's Social Care / Children's Social Care / OD	No communities or groups are disproportionately impacted by the pandemic, or the mitigating actions put in place.
	We will continue to address health inequalities which have been further exacerbated by Covid-19, acting to tackle both the underlying causes as well as the negative impacts of health inequalities. This work is reflected in this Strategy as well as other key local strategies and plans including the Poverty Strategy and Covid-19 Recovery Strategy.	Lead - Katrina Stephens, Director of Public Health Supported by - Supported by - Public Health / Adult's Social Care / Children's Social Care / Equality Advisory Group / Research and Engagement / Social Prescribing Network	No communities or groups are disproportionately impacted by the pandemic, or the mitigating actions put in place.
	Undertake a learning review of our Covid-19 response, including test and trace, vaccination and broader CV-19 engagement activity to help drive how we work together as a system to deliver health, care and other public services more broadly going forward. The initial findings from this work will be published by October 2021.	Lead - Erin Portsmouth, Director of Corporate Affairs (Oldham CCG) Supported by - Oldham CCG / Corporate Policy / OD	Learning from the pandemic is embedded in future ways of working.
	Address and tackle equality issues for those from key ethnic groups and other disproportionally impacted by the pandemic. Providing advocacy for those with English as their second language and finding alternative ways to engage and communicate key messaging to hard to reach communities, for example, through Oldham's Community Champions programme, a project delivered in partnership between	Lead - Neil Consterdine - Assistant Director Youth, Leisure and Communities	People from particular ethnic groups are actively engaged and able to co-design solutions that meet their needs.

	Oldham Council and Action Together, which aims to support people disproportionately impacted by Covid-19, including minority ethnic communities and people with a disability.	Lead - Laura Windsor-Welsh, Strategic Locality Lead (Action Together) Supported by - Equality Advisory Group Supported / Communications Team / Policy Team / Action Together	
	Monitoring and reviewing the potential impacts of the pandemic relating to sex and gender reassignment including access to midwifery and domestic violence support services, ensuring that we are providing the right level of support across Team Oldham. This will include minimising the impact of the pandemic on the LGBTQ+ community, ensuring our services are inclusive and accessible through regularly reviewing our policies and procedures. We will review our policies and procedures annually, ensuring that they continue to support the LGBTQ+ community.	Lead - Bruce Penhale, Assistant Director Early Help * covering domestic abuse Lead - Claire Smith, Director of Nursing and Quality (Oldham CCG) *covering midwifery Supported by - Corporate Policy / Equality Advisory Group / Community Cohesion Team	No communities or groups are disproportionately impacted by the pandemic, or the mitigating actions put in place.
	Identifying impacts for those on low incomes, or zero-hour contracts, who cannot work from home and those with no access to public funds, through providing routes to advocacy and supporting people to access grants. Continue to develop an integrated financial support offer, ensuring financial support can be accessed through the community hubs, helping to help to prevent further escalation into crisis for those who are struggling financially. * * Please see Oldham's Poverty Action Plan for further information.	Lead – Ann Marie-McGinn, Emerging Communities Manager Lead – Pam Siddall, Head of Revenues, Benefits & Customer Services	Residents are appropriately signposted to the right support, with our most vulnerable communities stopped from falling into further crisis.

		Supported by - PAG and Community Hubs / Welfare Rights / Revenues and Benefits / Emerging Communities Team / DWP	
	Addressing inequalities relating to age. This is both for Older People and Young People: 1. Older People – providing information and support for older people who have been impacted by the pandemic, including helping them access crisis support post-pandemic. 2. Young people – providing information and support for younger people who have been impacted by the pandemic, considering the reduction in their support services, mental health and wellbeing provision and access to respite and support for young carers. We will update the Covid-19 EIA quarterly, identifying any new or emerging impacts on both older people and younger people, ensuring appropriate mitigations can be put in place. We will support schools and educational settings to help young people catch-up on their learning; ensuring all children and young people can achieve their full potential; meeting the needs of children with SEND and building inclusive school cultures. We will work to provide the Best Start in Life to all Oldham's children, reducing vulnerabilities and addressing inequalities, developing a comprehensive approach to identifying and addressing the needs of children and families. * Please see Oldham's Covid-19 Recovery Strategy for further details.	Lead - Neil Consterdine, Assistant Director, Youth, Leisure and Communities Supported by - Ageing Hub / Youth Services / Adult Social Care / Children's Social Care / Children and Young People	No communities or groups are disproportionately impacted by the pandemic, or the mitigating actions put in place.

	Through the Equality Advisory Group, we will continue to ensure that those with particular faiths or beliefs are able to live their lives accordingly, identifying any potential gaps in our understanding or approach to tackling the pandemic in Oldham. This includes ensuring access to appropriate end of life care, bereavement services, culturally appropriate food and other religious and cultural needs. We will continue to meet with the Equality Advisory Group on a fortnightly basis, working with different faith groups to ensure Oldham's Covid-19 response is culturally sensitive and appropriate.	Lead - Jonathan Downs, Corporate Policy Lead Supported by - Equality Advisory Group / Oldham Interfaith Forum	No communities or groups are disproportionately impacted by the pandemic, or the mitigating actions put in place.
Equality Objective	**Key Actions**	**Who**	**Impact**
Provide services that put the citizens' voice at the heart of decision-making, ensuring our services are inclusive and drive equity:	Establish standardised categories and classifications for equality data being collected and recorded, ensuring consistency across Team Oldham to inform and shape our decisions. We will develop an equality dashboard helping us measure how we are tackling inequalities across the borough, Team Oldham's services and our workforce. We will continue to strengthen the collection of equality related data across the council and will work to identify how we use this data to inform service planning and development, seeking to continually improve our performance over time. The results of this work will be reported back to Oldham's Equality Steering Group on an annual basis.	Lead - Jon Taylor, Business Intelligence Lead Supported by - Data and Insight / Oldham CCG	Increased understanding of our communities and workforce.
	Establish working groups to identify inequalities and put mitigation plans in place – • Establish a senior equalities leadership group, led by the Strategic Director of Communities & Reform to challenge and drive improvement across the Council and wider partnership.	Lead - Jonathan Downs, Corporate Policy Lead Supported by - Corporate Policy / Executive Support / Equality Advisory Group	Increased visibility and accountability to tackle equality, diversity and inclusion issues across Team Oldham.

	• Continue to support Oldham's Equality Advisory Group which is made up of council officers, representatives from the VCFSE sector and from each of the main protected characterises groups, providing the group with a stronger mandate and resources to constructively challenge equality issues across Oldham.		
	Actively engage with people and communities to better understand the confidence people have in our services, as well as the barriers they experience when accessing services and where applicable we work in partnership with service users from protected groups, both internal and external to address these barriers. We will continue to work with the Equality Advisory Group, Community Champions programme and wider network to co-design and improve our services, ensuring they are accessible to everyone, especially those with protected characteristics.	Lead - Shelley Kipling, Assistant Director Communications, Strategy and Performance Lead - Fran Lautman, Customer Development Manager Supported by - Marketing and Research / Elected Members / Poverty Action Group / Poverty Truth Commission / Equality Advisory Group / Stronger Communities Team	All Oldham residents, especially those with protected characteristics, can access services and feel enabled to do so.
	Continue to publish Oldham's annual equality report a profile of the borough's population based on the nine protected characteristics.	Lead - Jon Taylor, Business Intelligence Lead Supported by - Data and Insight / Corporate Policy	Increased understanding of our communities and workforce.

Equality Objective	Key Actions	Who	Impact
Champion inclusivity across the borough, working with our partners and communities to make Oldham a fairer place for everyone, while valuing and celebrating diversity and inclusion for all.	Take a joined-up approach with our public and voluntary sector partners to raise awareness of hate crime and to ensure that hate crime is effectively tackled, helping people feel more confident to report it. We will monitor customer satisfaction through the Greater Manchester Police reporting framework, identifying and implementing opportunities to improve the experience of people impacted by hate crime.	Lead - Natalie Downs, Stronger Communities Manager Supported by - Stronger Communities Team / VCFSE partners	Increased reporting of all strands of hate incidents and hate crime.
	Supporting and adopting an anti-racism approach to combat racial prejudice, stereotyping, harassment, unjustified discrimination, undignified and culturally insensitive and offensive behaviour. We will continue to promote race equality and cultural awareness, helping us foster mutually beneficial and respectful long-term relationships across different communities.	Lead - Virbai Kara, Senior Communities Officer Team Oldham / Stronger Communities Team / Community Safety and Cohesion Partnership / Communications Team	Increased reporting of all strands of hate incidents and hate crime.
	Develop a training programme that has equality, diversity and inclusion at its heart, providing training on equality issues, including cultural awareness training, co-design with communities, tackling inequalities that exist across Oldham and embedding equality and diversity into the development, design and delivery of Oldham's services.	Lead - Julia Veall, Director of Workforce and Organisational Design Supported by - Stronger Communities Team / Business Intelligence / Organisational Development / Research and Engagement	Awareness raised of help and support available to residents across Team Oldham.
	Improve the knowledge and understanding of hate crime identification by staff and drive improvements in recording hate crimes.	Lead - Natalie Downs, Stronger Communities Manager	Increased reporting of all strands of hate incidents and hate crime.

	We will monitor customer satisfaction through the Greater Manchester Police reporting framework	Lead - Julia Veall, Director of Workforce and Organisational Design Supported by - Stronger Communities Team / Business Intelligence / Organisational Development	
	Work with the community safety and cohesion partnership to provide cultural awareness training to Oldham's Domestic Violence Advisors, ensuring staff are aware of potential equality issues and cultural sensitivities that may lead to a lack of engagement from vulnerable groups.	Lead - Debbie Margiotta, Early Help Service Manager Supported by - Stronger Communities Team / Community Safety and Cohesion Partnership	Increased reporting of all strands of hate incidents and hate crime.
	Establish a Poverty Truth Commission made up of councillors and commissioners, to recommend measures to tackle poverty, identify causes and mitigate the consequences, informing the development of a Poverty Strategy. This work will have a direct link with the COVID-19 response and recovery work and will seek to identify specific areas around poverty including (not exhaustive) – • No recourse to funds • Access to food and foodbanks • Resources for children being educated at home	Lead - Amanda Richardson, Corporate Policy Manager Supported by - Action Together / Corporate Policy	Reduced levels of financial hardship / poverty across the borough. *Please see Oldham's Poverty Strategy for further details.
	Establish a Poverty Steering Group to take forward co-ordinated action to tackle poverty in Oldham, informed by the Poverty Truth Commission; which will include a representative from the Equalities Advisory Group.	Lead - Amanda Richardson, Corporate Policy Manager	Reduced levels of financial hardship / poverty across the borough. *Please see Oldham's Poverty Strategy for further details.

	The Poverty Steering Group will meet quarterly, aiming to address both the symptoms and causes of poverty in Oldham.	Supported by - Corporate Policy / Executive Support	
	Celebrate Oldham's diversity through regular equality-related events: Black History Month, International Women's Day, International Day of Persons with a Disability; LGBT+ History Month; Holocaust Memorial Day.	Lead - Virbai Kara, Senior Communities Officer Lead - Jeni Harvey, Head of Communications and Research Supported by - Research and Engagement / Heritage, Libraries and Arts	Increased community awareness of different protected characteristics, groups and backgrounds.
	Continue to promote Team Oldham-wide campaigns on issues such as mental health and domestic abuse, raising staff awareness and improving the customer experience through staff education and training.	Lead - Jeni Harvey, Head of Communications and Research Supported by - Public Health / Oldham CCG / Communications / Stronger Communities Team / Heritage, Libraries and Arts	Awareness raised of help and support available to residents across Team Oldham.
	Continue to participate in Greater Manchester's Hate Crime Awareness Week, helping residents gain a better understanding of what hate crime is, how they can access support, and how they report and prevent hate crime in their area.	Lead - Jeni Harvey, Head of Communications and Research Supported by - Stronger Communities Team / Public Health / Communications / Organisational	Increased reporting of all strands of hate incidents and hate crime / reduction in levels of hate crime.

		Development / Heritage, Libraries and Arts	
	Identify opportunities through our culture programme and Oldham's Cultural Strategy to capture and celebrate Oldham's diversity, for example, through statues, monuments, and cultural ambassadors.	Lead - Subnum Hariff-Khan, Head of Heritage, Libraries and Arts Supported by - Communications / Heritage, Libraries and Arts	Increased community awareness of different protected characteristics, groups and backgrounds.
	Become a Living Wage Place, expanding the number of organisations in the borough that have living wage accreditation, and increasing the number of people whose salaries are uplifted as a result, providing secure, safe employment, addressing gender and ethnic pay imbalances and developing strategies for in-work progression and wellbeing support. All Oldham's contracts will be uplifted to the Foundation Living Wage by 2023.	Lead - Jonathan Downs, Corporate Policy Lead Lead - Steve Boyd, Head of Procurement Corporate Policy / Procurement / Get Oldham Working / Equality Advisory Group	Reduced levels of poverty across the borough. *Please see Oldham's Poverty Strategy for further details.
Equality Objective	**Key Actions**	**Who**	**Impact**
Achieve a skilled and diverse workforce building a culture of equality and inclusion in everything we do.	Appoint corporate equality champions, drawn from the Team Oldham's senior management team to raise awareness on equality issues and promote good practice. Appoint diversity champions, drawn from the Team Oldham workforce to champion diversity, challenge poor practice and provide feedback on issues impacting the wider Team Oldham workforce.	Lead - Paul Dernley Assistant Director, HR Operations Supported by - Human Resources Organisational Development (HR/OD)	Increased visibility and accountability to tackle equality, diversity and inclusion issues across Team Oldham.

	Use our role as an anchor institution to actively promote apprenticeships, increasing the number of apprenticeships available for underrepresented groups across Team Oldham, with the aim of having 2.3% of the workforce undertaking a new apprenticeship.	Lead - Jon Bloor, Head of Lifelong Learning, Employment and Skills Service Lead - Vikki Morris, Assistant Director, Organisational Development Supported by - Economy and Enterprise/ HR/OD / All Services	More opportunities for young people to come and work for Team Oldham.
	Publish an annual report showing how we are eradicating the pay gap between our male and female employees, helping to highlight any unfair practices, which we can abolish through our Workforce Strategy. We will also continue to develop this work to identify pay gaps for other underrepresented groups (where there is statistical validity) with a view to publish this information, while removing unfair or unequitable practices across our workforce.	Lead - Paul Dernley Assistant Director, HR Operations Supported by - HR/OD / Data and Insight	Reduction in the gender pay gap.
	Reduce the proportion of 'unknown' equality data we hold on our employees. We will publish the result of this work annually through our annual Equality Report.	Lead - Adam Ratcliffe, HR Delivery and Performance Manager Supported by - HR/OD / Data and Insight	Increased understanding of our communities and workforce.
	Review diversity data at all levels of our workforce and amongst our commissioned services to help identify areas for improvement, including amongst our commissioned services, highlighting priority areas for change.	Lead - Paul Dernley Assistant Director, HR Operations Supported by - HR/OD / Equality Advisory Group	Increased understanding of our communities and workforce.

	Develop a recruitment framework that aims to improve the diversity of Team Oldham. The framework will improve how recruitment processes operate in practice with a view to better understand why some groups are less likely to succeed in getting jobs than other groups. We will challenge our internal recruitment processes to overcome these barriers. The outcomes of this work will be reported to the Equality Advisory Group on an annual basis.	Lead - Paul Dernley Assistant Director, HR Operations Supported by - HR/OD / Equality Advisory Group	Increased understanding of our communities and workforce.
	Pilot new approaches to advertising roles through community outreach and different platforms to better target local communities and supports our approach to Community Wealth Building.	Lead - Paul Dernley Assistant Director, HR Operations Supported by - HR/OD / Communications and Marketing / Equality Advisory Group	Improved community representation across Team Oldham's workforce.
	Review existing recruitment practices to ensure the values and competency-based approach to recruitment at all levels provides the right approach to improve diversity throughout the organisation	Lead - Paul Dernley Assistant Director, HR Operations Supported by - HR/OD	Improved community representation across Team Oldham's workforce.
	Continue to develop a workforce that is representative of the communities we serve, seeking to recruit locally and from priority groups where appropriate e.g. young people, people with disabilities and long-term health problems, people experiencing poverty.	Lead - Paul Dernley Assistant Director, HR Operations Supported by - HR/OD / Equality Advisory Group	Improved community representation across Team Oldham's workforce.
	Ensure that managers are equipped with the tools to manage their teams in a supportive way; embracing difference whilst applying consistently fair practices across all groups.	Lead - Vikki Morris, Assistant Director, Organisational Development	Improved employee satisfaction / Improved community representation across Team Oldham's workforce.

		Supported by - All Services / HR/OD	

DRAFT

Report to CABINET

Integration of Health & Care in Oldham

Portfolio Holder:
Cllr Zahid Chauhan, Cabinet Member for Health & Social Care

Officer Contact: Mike Barker, Strategic Director of Commissioning

Report Author: Mike Barker, Strategic Director of Commissioning
Ext.

26th July 2021

Reason for Decision

This paper is seeking agreement for the Council to continue to be part of the health and care system but now as part of a more formal Integration Agreement as preparations for the implementation of the Health & Care Bill 2021 pick-up considerable pace.

Executive Summary

The White Paper, Integration and Innovation: working together to improve health and social care for all, describes the Government's proposals as "backing our health and care system and everyone who works in it". The foreword of the White Paper states that this would be done by:

- Removing the barriers that stop the system from being truly integrated through a greater role played by Integrated Care Systems (ICS);
- Removing transactional bureaucracy; and
- Ensuring that the health and care system is "more accountable and responsive to the people that work in it and the people that use it".

Greater Manchester is now working collectively to develop its proposals for the redesign of the GM health and care system to ensure greater levels of integration. For Oldham it is proposed a model based on a legal Integration Agreement overseen by a formal System Board (Oldham Health and Care System Board) supported by a Delivery Board (the Integrated Delivery Board). This paper seeks to provide further detail of those proposals whilst seeking to ensure the Council continues to be a lead partner in the health and care

system for the borough. It thus makes a recommendation to enter into the Integration Agreement as a signatory Party

Recommendations

The report sets out two options. The first option is about maintaining the status quo and doing nothing whilst the second sets out the preferred option which is to start now to establish the new Integrated Care Partnership for Oldham in anticipation of the changes to be brought forward in relation to health and care following the publication of the Health & Care White Paper in February 2021. The Cabinet is being asked to agree to the recommendation that the Council is a leading part of that integrated system and therefore recommended to commit to the Integration Agreement as a full member.

Integration of Health & Care in Oldham

1 Background

National Context

1.1 The White Paper, Integration and Innovation: working together to improve health and social care for all, describes the Government's proposals as "backing our health and care system and everyone who works in it". The foreword of the White Paper states that this would be done by:

- Removing the barriers that stop the system from being truly integrated through a greater role played by Integrated Care Systems (ICS);
- Removing transactional bureaucracy; and
- Ensuring that the health and care system is "more accountable and responsive to the people that work in it and the people that use it".

1.2 The White Paper states that the benefits of the proposals are as follows:

"Integrating care has meant more people are seeing the benefits of joined up care between GPs, home care and care homes, community health services, hospitals and mental health services. For staff, it has enabled them to work outside of organisational silos, deliver more user-centred and personalised approaches to care, and tackle bureaucracy standing in the way of providing the best care for people."

1.3 The Local Government Association believed that the White Paper was:

"A promising base on which to build stronger working relationships between local government and the NHS, as equal partners, to address the wider determinants of health and deliver better and more coordinated health and care services.

In particular, the LGA welcomed the renewed focus and commitment on existing local partnerships and accountability, especially at "place level" and the "creation of an ICS Health and Care Partnership to work alongside statutory NHS bodies".

Greater Manchester Context

1.4 Work has been continuing across the localities in GM to define the key components of the future operating model in relation to 'Localities' / 'Places' in the context of the anticipated publication and passing of the Health & Care Bill. These expectations are as follows:

- Neighbourhoods need some form of management structure or group which aligns and builds on the PCN function (ideally PCNs and neighbourhoods would be geographically coterminous)
- Locality structures would feature a consistent locality model operating with:
    - A Locality Board (that can deliver accountability for decisions and budgets at place level) and includes LA political leaders/portfolio holders, and care providers (primary care, MH, social care and acute hospital care) as an integral element of the governance
    - A "place-based lead" (accountable person to GM ICS for health and care)
    - An accountability agreement between partners in the locality and GM ICS

- A mechanism for the priorities to be decided together in the locality and a process for determining consequent financial flows to providers or provider alliances
- A system of clinical and professional advisory input
- Provision of an appropriate organisational arrangement for employment of locality-based ex CCG staff
- An articulated relationship with their local Health and Well Being Board (the detail of which would be determined locally)

1.5 Locally-based providers are expected to work together in some locally determined form of alliance (but which 'typically' would be expected to include the acute services provider, mental health provider, primary care, neighbourhoods, VCSE, social care services). This alliance should be an integral element of the leadership group and engage fully in shared priority setting, shared planning and delivery of care, shared stewardship of the combined, pooled of aligned resources, and shared accountability for delivering the expected outcomes. They would also need to ensure that the group was informed on recognising the need for financial resilience in provider organisations whilst identifying clinical validated plans for improving the value of healthcare spending as part of any redistribution.

1.6 There will be management capability at GM level to discharge the ICS statutory functions, convene the constituent partners within GM as appropriate and agreed, organise and deliver GM wide enabling functions, and deliver the 'upwards, outwards and downwards' accountability for the agreed GM priorities and expected outcomes. This will be a system of joint planning convened at GM level but with constituent localities and collaboratives fully engaged to identify the synergies and connections between allocated resources. This would support the ICS with calibrating allocations and ensure a seamless coherent deliver of programmes. For example, to connect the work on addressing both the stock and the flow of the planned care programme, and join up cancer services delivery with cancer screening etc.

2 Current Position

2.1 With the introduction of the integration of health and care white paper likely to pass through Parliament during 2021 and be ready for implementation on 1 April 2022, Greater Manchester is anticipating becoming a formal Integrated Care System in line with those proposals. That will see the removal of Oldham CCG and all nine other CCGs in Greater Manchester and their powers consolidated at the new 'system' level. However, there is a clear expectation that 'places' / 'localities' as per the proposals for health and care will continue to hold string local influence, control and autonomy of their local health and care services. But to do so there has been significant work done across GM to describe the future working arrangements for localities.

2.2 This section of the report provides a brief update on the key actions and progress within Oldham, but specifically seeks to provide an outline of the key proposed adjustments to the borough's health and care governance framework. The aim is to ensure that Oldham Council continues to be seen as the system leader with significant influence over the strategy, outcomes and resource allocation for health and care in Oldham, and it is this specific issue that agreement is sought to enter into a formal agreement to solidify and formalise the partnership arrangements for the next stage of the journey towards greater integration.

2.3 In terms of an update briefly on the components of the operating model:

i. Integrated working in neighbourhoods: the Oldham DASS and MD of Community Health & Care Services is leading a group focused on the transformation of our

current arrangements into holistic health and care teams organized across the five geographic footprints that are coterminous between the Council and primary care

ii. A "place based lead": following formal discussion across the health and care system our proposal has been agreed that Oldham continues to benefit and build up the existing arrangement that the Council and CCG Chief Executive be identified as the single lead and that has been confirmed as such to GM.

iii. An accountability agreement between partners in the locality and GM ICS: work is underway at GM level to develop this and Oldham continues to input to that work and group.

iv. A system of clinical and professional advisory input: a working group has been established to develop this aspect of our local plans.

v. Provision of an appropriate organisational arrangement for employment of locality-based ex CCG staff: this is a GM workstream and Director of HR & OD represents Oldham on that working group.

vi. An articulated relationship with their local Health and Well Being Board: Strategic Director of Commissioning and Director of Public Health have started the discussion on the process by which this will be identified and will continue to work through the Health and Wellbeing Board during the rest of this financial year.

vii. Financial flows: this is a piece of work being led at GM level and Oldham continues to input through the Council Finance Director and CCG Chief Finance Officer.

Proposals to Adjust Locality System Governance

2.4 The GM operating model seeks that all localities under the next stage of the journey operated in such a way that the locality can deliver accountability for decisions and budgets at place level which includes political leaders and also operates a more integrated way of delivering services. Oldham's proposed approach to this is to develop its health and care system and formally support that through Integration Agreement that brings all the partners together and collapses the commissioner – purchaser split that exists within the NHS (once enabled by new legislation). It proposed that the Council is a major Party to that agreement.

2.5 This would become **Oldham's Integrated Care Partnership** and it would be known as **Oldham Cares.** This rest of this section sets out the details of that system and the Integration Agreement having developed this model with significant influence and input from senior Council Officers. Work has been undertaken as part of that to define and set out what we are trying to collectively achieve as a Partnership and these are laid out as objectives as follows:

- Tackling and reducing health inequalities;
- Transforming population health outcomes;
- Focusing on prevention and early intervention across all health and social care services, utilising links with partner agencies to reduce the dependence on commissioned services;
- Eliminating unwarranted variation in health and care;
- Connecting health and care - joining up secondary, community, primary and social care for all ages;
- Connecting all partner agencies more closely to each other and the communities they serve to help everyone thrive in life and work;

- Connecting health, care and the economy to improve economic wellbeing as well as discover, develop and deploy innovation at pace and scale; and
- Achieving comprehensive system sustainability across health and social care for the long term.

2.6 The Integration Agreement is designed to work alongside existing organisational and individual statutory powers and duties, and existing governance processes, such as the Health and Wellbeing Board and safeguarding boards. It would establish an improved financial, governance and contractual framework for the achievement of the agreed set of Integration Objectives (listed at 2.5 above). The intention is that the Parties will work together, in accordance with the Integration Principles, in order to develop place-based arrangements and it sets out through those principles the means by which the Members will work together as follows:

"The Integration Principles are that the We will work together in good faith and, unless the provisions in this Agreement state otherwise, the We will:

1.1.1 in relation to shared vision and delivery of outcomes:

(i) commit to the delivery of system outcomes in terms of clinical matters, user experience and resource allocation;

(ii) subject to the terms of the Financial Mechanism in Schedule 6, the Full Members will develop and participate in the risk reward scheme where We all share in savings generated;

(iii) using a strengths based approached wherever possible, commit to delivering the best possible care and outcomes for the whole Population, which promotes prevention and early intervention across all health and care services;

(iv) include the Population in the development of the shared vision with the aim of empowering communities so that they are truly able to co-produce with partner agencies;

(v) adopt an uncompromising commitment to trust, honesty, collaboration, innovation and mutual support; and

(vi) always demonstrate that the best interests of people resident in Oldham, and not organisational interests, are at the heart of the activities undertaken under this Agreement, the Services Contracts and Section 75 Agreements,

1.1.2 in relation to working together:

(i) commit to work together and to make system decisions on a Best for Oldham basis;

(ii) work collaboratively with each other and co-produce with others including the people of Oldham but especially Service Users, families and carers, in designing and delivering the Service; and

(iii) establish an integrated collaborative team environment to encourage open, honest and efficient sharing of information, subject to Competition Law compliance; and

(iv) adopt collective ownership of risk and reward, including identifying, managing and mitigating all risks in performing our respective obligations in this Agreement,

1.1.3 in relation to decision making:

(i) take responsibility to make unanimous decisions on a Best for Oldham basis;"

2.7 As this Agreement will be signed this financial year, it reflects current law and statutory organisational duties and forms. The Parties will review the terms of this Agreement in-

year, particularly in light of the proposed new legislation, with a view to preparing a new Agreement for 1 April 2022 onwards. This current Agreement has an end date of 31 March 2022.

2.8 The Agreement is intended to be legally binding, with the clauses in the Agreement providing the key exemptions, which in this case means no individual organisations can be legally bound to, or impacted by, decisions made by other Parties in the agreement. Delegated decision-making through the Agreement is at this stage limited to the individual organisations' governance, and where organisational Schemes of Reservation and Delegation / Delegated Financial Limits provide the ability for decisions to be taken on behalf of their own organisation only.

2.9 In order to address the differences between commissioners and providers this Integration Agreement retains this split. It is acknowledged that the Council is both a commissioner and a provider and the way the Integration Agreement is structured allows for that. It also acknowledges the CCG's current health commissioning responsibilities. The Agreement contains a proposed Financial Mechanism (Schedule 6), which refers to a number of "Financial Principles".

Membership

2.10 The Agreement includes three categories of 'membership' of Oldham Cares – "full member" "associate member" and "affiliate member", as described in Schedule 11. Full members are signatories to the Agreement and are the decision makers in the meetings that oversee the Agreement / framework. The full members are the ratifying organisations of this Agreement. The full members of the Agreement are:

- Oldham Council
- Oldham CCG
- Northern Care Alliance (via Pennine Acute NHS Trust and Salford Royal NHS Foundation Trust)
- Pennine Care NHS Foundation Trust

2.11 Associate members to the agreement are also signatories but do not have decision-making rights in relation to the oversight of the Agreement / framework, and would not be party to the financial model, although would be needed to make key input into the work of the health and care locality. There are not currently any associate members to the agreement.

2.12 Affiliate members are not signatories to the Agreement. Their involvement in the local health and care system is valued, but they do not have any decision-making authority in the governance / oversight of the Agreement. The Affiliate members are currently:

- MioCare Group
- The local Primary Care Networks

2.13 As we develop the Partnership it is expected that the originating Parties may invite others to become affiliate members, e.g. independent care providers, the housing sector, police and fire service and the voluntary sector.

Governance and Oversight

2.14 The Agreement establishes a single Integrated Care Partnership overseen by two primary Boards: the Oldham Health and Care System Board ("**System Board"**) and the Oldham Health and Care Delivery Board ("**Delivery Board"**).

2.15 The “System Board” will oversee the Integration Agreement, will be chaired by the Cabinet Member for Health & Care, and will have the following responsibilities:

- Setting strategic direction
- Aligned political, clinical and managerial leadership
- High level resource allocation, bringing together NHS and LA funding
- Agreeing transformation plans and overseeing system delivery and health and care transformation
- Form the locality’s strategic relationship with GM ICS and others
- Responsible for achievement of NHS and other outcomes / responsibilities; determination of local outcome ambitions
- Strategic development of delivery arrangements within the locality including the evolution of LCOs and PCNs as vehicles for neighbourhood delivery
- Local workforce and estates planning
- Oversee implementation of health reforms

2.16 The System Board will hold to account an integrated place-based delivery collaborative which will be overseen by a “Delivery Board”, chaired by the CCG Chair acting as an independent lay chair, which will have dual lines of accountability to the System Board as well as the parent organisations. The “Delivery Board” will:

- Ensure the integration objectives are achieved amongst all partners
- Implement strategies (Locality Plan and/or associated System Transformation Programme activities) agreed by the System Board to achieve the integration objectives
- Identify and escalate to the System Board strategic issues and resolve challenges such that the integration objectives can be achieved
- Implement decisions of the System Board in response to changes in the operating environment, including in respect of national policy or regulatory requirements, which impact upon Oldham Cares
- Manage the performance of Oldham Cares, accounting to the System Board in this respect
- Identify and manage the risks associated with Oldham Cares, integrating where necessary with the Parties' own risk management arrangements
- Implement arrangements through which Oldham Cares accounts to relevant regulators and other stakeholders through whatever means are required by such regulators or are determined by the System Board
- Address any actual or potential conflicts of interests which arise for members of the Integrated Delivery Board or within Oldham Cares generally

2.17 The Integrated Delivery Board has been informally established and meets on a weekly basis bringing together executive / senior officer level members as a group. The Board is overseeing local health and care recovery, response, resilience and transformation workstreams.

2.18 Given that legislation is not yet passed the intention is to use the remainder of this financial year as a transitional and development phase whereby we can reasonably put in place the necessary support mechanisms to bridge the system from its current state to the new proposed state. On that basis there is no intention in this agreement to change or adjust any existing delegations or permissions. As such we envisage that there will be a monthly session of “System Board” meetings, which will bring together work generally overseen by either/both the Commissioning Partnership Board and/or CCG Governing Body – both of these will continue to exist for this financial year – but the way in which business items and agendas are managed and the membership of the meeting will become more focused on the new way of working in anticipation of the legislation as set

out earlier in this paper. It will therefore be clear that these separate groups will continue to each have their Terms of Reference but from a logistics perspective, it is aimed that the meetings will happen as if they are part of the new "System Board" in order to avoid duplication.

3 Options/Alternatives

3.1 In reality there is no option for the NHS bodies in Oldham other than to progress down this route. The legislation was published on 6 July 2021 and is due for at least two readings in Parliament before the summer recess which will protect the integrity of the Government's timeline to implement the changes to the NHS on 1 April 2022. In doing so the CCG will be abolished and its powers and functions transferred to the new Greater Manchester Integrated Care System, subject to legislation being passed, in due course and the benefits identified at 1.1 above would then be realised.

3.2 The expectation is that all localities in Greater Manchester will wish to continue with authority, influence and control of their own locality resource allocation, strategy and outcomes for health and care and in return will develop their locality operating model in line with the expectations that have been developed across GM which have had a strong influence from Oldham in them. In Oldham the proposed mechanism to describe that new partnership system is to be set out in an Integration Agreement that makes clear roles and responsibilities. The preferred option is for the Council to be part of that new system and to be a significant, prominent leader of that integrated system.

3.3 That said Council could choose not to continue its participation in the integration of health and care. It would be the only locality in GM not to and it would place at risk the future of the GM Health and Social Care Partnership model and thus devolution of health and social care from the national bodies.

4 Preferred Option

4.1 The preferred way forward for the Council is to progress into the Integration Agreement as a significant and major partner committed to leading the Oldham health and care system.

5 Consultation

5.1 The development of the Oldham operating model has been progressing since the start of the year. There have been several briefings via Labour Group and Leadership fora and a significant amount of work completed by the organisations involved in the health and care system on Oldham. Collectively they have worked together with experts to develop a framework for integration as per the operating model that has been developed and discussed. This Integration Agreement is what Cabinet is asked to sign off today to enable signature of the formal document.

6 Financial Implications

6.1 As advised in the Financial Mechanism (Framework) at Schedule 6, the overriding financial objective is to deliver a stable system financial position. The Financial Framework has been prepared by the Directors of Finance from the four full members that are signatories to the Agreement. However, it will be subject to further development and agreement and as such may be updated from time to time. The Financial Framework and Integration Agreement reflects current law and statutory organisational duties and forms.

6.2 From the Councils perspective, the budgets in scope of the Integration Agreement and Financial Framework are those included within the Section 75 Agreement. In 2021/22, the Section 75 Agreement is between the Council and Oldham CCG and falls within the remit of the Commissioning Partnership Board. The budgets within and the parties to the Section 75 Agreement will change from 1 April 2022 once the legislation enabling changes to the NHS from 1 April 2022 is in place.

6.3 Under the Financial Framework, all organisations remain responsible for setting their own budgets within their own regulatory regimes. Oldham Council has clear statutory and regulatory framework within which it operates. It is therefore important that the System Board may not enforce a decision on an organisation that is contrary to that organisations own internal constitution/financial regulations or best interests.

6.4 The Councils budget setting arrangements will have to have regard to the changes expected to be in place from 1 April 2022.

Legal Services Comments

7.1 The Integration Agreement is intended to reflect the intention of the Council to work collaboratively with the specified partners. The agreement will give assurances that the Council will not be bound by decisions made by other parties as outlined in 2.8 of the report.

7.2 At this stage, the System Board and Delivery Board will not be constituted as a Joint Committee.

8. **Co-operative Agenda**

8.1 Bringing health and care together will create a more co-operative way of working across the sector. Benefits are yet to be identified in full.

9 **Human Resources Comments**

9.1 The Integration of Health and Care will help to refocus the next stage of the journey in Oldham and in GM. The Council and CCG teams are already starting to come together and this proposed journey will speed that process up, formalize the arrangements and help to support the Oldham health and care system for the future. In terms of NHS staff within the CCG, nationally there has been an employment commitment made to all those working below Board level which in effect safeguards their continued employment. However, the NHS is yet to publish details of the HR framework for those working at Board level who will be impacted

10 **Risk Assessments**

10.1 Not applicable.

11 **IT Implications**

11.1 The Council and CCG are already working together on IT so there are no additional aspects to report in this paper.

12 **Property Implications**

12.1 None that result from this paper.

13 **Procurement Implications**

13.1 The Council procurement team already work across health and care. This does not impact that any further.

14 **Environmental and Health & Safety Implications**

14.1 Not applicable.

15 **Equality, community cohesion and crime implications**

15.1 Not applicable.

16 **Equality Impact Assessment Completed?**

16.1 Not applicable.

17 **Key Decision**

17.1 Yes

18 **Key Decision Reference**

18.1 Rule 16 requested from Chair of Policy and Overview Committee Chair

19 **Background Papers**

19.1 Not applicable.

20 **Appendices**

20.1 Integration Agreement.

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DATED 2021

NHS OLDHAM CLINICAL COMMISSIONING GROUP (1)

AND

OLDHAM COUNCIL (2)

AND

NORTHERN CARE ALLIANCE NHS GROUP (acting by Salford Royal NHS Foundation Trust and Pennine Acute Hospitals NHS Trust) (3)

AND

PENNINE CARE NHS FOUNDATION TRUST (4)

OLDHAM CARES INTEGRATION AGREEMENT

MILLS & REEVE

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THIS AGREEMENT is made on the day of 2021

BETWEEN

The parties listed in Schedule 1

BACKGROUND

(A) The NHS Long Term Plan set out a clear goal that the NHS will increasingly be more joined-up and coordinated in its care, breaking down traditional barriers between care institutions, teams and funding streams so as to support the increasing number of people with long-term health conditions, rather than viewing each encounter with the health service as a single, unconnected 'episode' of care.

(B) This Agreement sets out the vision, objectives and shared principles of the Parties in supporting the development of place-based health and care provision, including the provision of NHS-funded healthcare services (including primary care and social care services for adults, children and young persons) for the people of Oldham, known as **"Oldham Cares"**.

(C) The Parties are already working together informally as Oldham Cares and this Agreement is intended to provide a formal underpinning for this approach. The arrangements set out are intended to further strengthen relationships between the Parties, all of whom are commissioners or providers (or both) of health and care services in Oldham, for the benefit of the Oldham population.

(D) This Agreement is an integral part of the vision to promote integrated services that deliver personalised care, and it is anticipated that this Agreement will facilitate the achievement of the objectives of Oldham Cares as more fully described in this Agreement.

(E) The Commissioners (including the Council in its commissioner role) are the statutory bodies responsible for planning, organising and buying social care, NHS-funded healthcare, support and community services for people who live in Oldham.

(F) The Providers (including the Council in its provider role) are together providers of social care, NHS funded healthcare services including primary care services, community and support services to the population of Oldham

(G) The Northern Care Alliance NHS Group (the NCA) brings together staff and services from Salford Royal NHS Foundation Trust (SRFT) and The Pennine Acute Hospitals NHS Trust (PAT). This Agreement will be signed independently by PAT and SRFT, as the current statutory entities responsible for the NCA in scope services. It is anticipated that PAT will be dissolved by order of the Secretary of State for Health and Social Care in the forthcoming months (subject to approvals) and the PAT services acquired by SRFT. SRFT will remain as a statutory entity and it is anticipated that a formal change of name to The Northern Care Alliance (sic) will be executed at a later date.

(H) Over the period of this Agreement, the Parties will work together positively and in good faith in accordance with the Integration Principles to achieve the Integration Objectives.

(I) This Agreement is intended to work alongside other agreements and arrangements already in place and/or that are to be put in place in due course between the Parties and other system partners.

(J) The Parties recognise that work is taking place at 'system' level by the Greater Manchester ICS, that the design of the ICS has not yet concluded and that future structures and governance arrangements adopted within Oldham will need to be consistent with the outcomes of the work.

(K) The Parties further recognise publication of the Government's white paper "Integration and innovation: Working together to improve health and social care for all" and that the legislation proposals, if enacted, will likely result in the need to make some changes to this Agreement. The Parties agree to work together to ensure that this Agreement adheres to both the spirit and the letter of the new legislation once it comes into force.

IT IS AGREED AS FOLLOWS:

1 DEFINITIONS AND INTERPRETATION

1.1 The provisions of this Agreement are to be interpreted in accordance with Schedule 2 (Definitions and Interpretation).

2 STATUS AND PURPOSE OF THIS AGREEMENT

2.1 We each agree that:

2.1.1 each one of Us is a sovereign persons or organisations;

2.1.2 Oldham Cares is not a separate legal entity and as such is unable to take decisions separately from Us or bind Us;

2.1.3 one or more of Us cannot 'overrule' any other of Us on any matter (although all of Us are obliged to comply with the terms of the Agreement);

2.1.4 each one of Us will not be required to take any action pursuant to any provision of this Agreement that causes any one of Us to be in breach of Law or any regulatory obligation; and

2.1.5 each one of Us will not be required to take any action pursuant to any provision of this Agreement that causes any one of Us to act in a way that is contrary to our interests.

2.2 This Agreement is not an NHS Contract pursuant to section 9 of the National Health Service Act 2006 and is intended to be legally binding.

2.3 We have agreed to work together to establish an improved financial, governance and contractual framework for the achievement of the Integration Objectives.

2.4 We recognise that achievement of the Integration Objectives will require strong relationships and the creation of an environment of trust, collaboration and innovation.

2.5 This Agreement sets out the key terms We have agreed with each other including the Integration Objectives and Integration Principles. This Agreement will supplement and operate in conjunction with:

2.5.1 the Services Contracts (see Section C for more details);

2.5.2 the Section 75 Agreements; and

2.5.3 any existing joint arrangements between any of Us.

2.6 This Agreement supplements and works alongside the Services Contracts as appropriate. In other words, this Agreement is the overarching agreement that sets out how We will work together in a collaborative and integrated way and the Service Contracts set out how We will provide the Services.

2.7 This Agreement is not intended to conflict with or and take does not take precedence over the terms of the Services Contracts unless expressly agreed by Us in writing.

2.8 Each of Us will perform Our respective obligations under Our respective Services Contract. We acknowledge that the overall quality of the Services will be determined by Our collective performance and We agree to work together as described more fully in Section B. Our plans for delivering the Services and improving care are set out in Section C and Our agreed financial mechanism is described in Section D.

2.9 The terms of this Agreement are set out in the following sections:

2.9.1 **SECTION A**: sets out the Integration Objectives and Integration Principles of this Agreement.

2.9.2 **SECTION B**: sets out each of Our roles under this Agreement, and the governance arrangements underpinning this Agreement.

2.9.3 **SECTION C:** sets out Our agreed arrangements relating to the Services Contracts for the delivery of the Services, ensuring improved coordination of care and greater collaboration between primary, community, acute and social care.

2.9.4 **SECTION D**: sets out how We manage Our performance, financial risk and benefit sharing mechanisms.

2.9.5 **SECTION E**: sets out the remaining contractual terms.

3 AUTHORISATIONS

Each of Us acknowledges and confirms that as at the date of this Agreement we have obtained all necessary authorisations to enter into this Agreement.

4 COMMENCEMENT AND TERM

4.1 This Agreement shall take effect on the Commencement Date and will continue for the Initial Term, unless it expires or is terminated earlier in accordance with the terms of this Agreement.

4.2 This Agreement shall expire automatically without notice at the end of the Initial Term unless, no later than 3 months before the end of the Initial Term, the Parties agree in writing that the term of the Agreement shall be extended for a further term to be agreed between the Parties (the "**Extended Term**").

4.3 The Parties recognise publication of the Government's white paper "Integration and innovation: Working together to improve health and social care for all" and that the legislation proposals, if enacted, will likely result in the need to make some changes to this Agreement. In the event that this Agreement is extended beyond the Initial Term the Parties agree to work together and agree appropriate variations where required (including changes to clauses 7.3 and 7.4 to address changes to the role of the Commissioners) to ensure that this Agreement adheres to both the spirit and the letter of the new legislation.

SECTION A: INTEGRATION OBJECTIVES AND PRINCIPLES

5 INTEGRATION OBJECTIVES

5.1 The overall vision for Oldham Cares is to move beyond excellent service commissioning and provision to integrated strategic design and planning for population health gain with a focus on social value – one firmly on population health management, a reduction in health inequalities and enabling people to live well at home.

5.2 The Integration Objectives agreed by Us are to deliver sustainable, effective and efficient Services with significant improvements over the Term. In particular We have agreed the following in respect of Oldham:

5.2.1 Tackling and reducing health inequalities;

5.2.2 Transforming population health outcomes;

5.2.3 Focusing on prevention and early intervention across all health and social care services, utilising links with partner agencies to reduce the dependence on commissioned services;

5.2.4 Eliminating unwarranted variation in health and care;

5.2.5 Connecting health and care - joining up secondary, community, primary and social care for all ages;

5.2.6 Connecting all partner agencies more closely to each other and the communities they serve to help everyone thrive in life and work;

5.2.7 Connecting health, care and the economy to improve economic wellbeing as well as discover, develop and deploy innovation at pace and scale; and

5.2.8 Achieving comprehensive system sustainability across health and social care for the long term.

(together these are the "**Integration Objectives**")

5.3 We have agreed the Workstreams (set out in Schedule 3 (Workstreams)) in order to facilitate achievement of the Integration Objectives. As part of the work to develop each Workstream we will establish specific objectives and activity plans for each Workstream that will help to deliver the Integration Objectives and will drive forward both health and care recovery and transformation.

5.4 We agree that the Workstreams may evolve over time as Oldham Cares progresses.

5.5 We acknowledge that primary care will play an integral role in delivery of the Integration Objectives. We agree to work collectively and fully engage with primary care (who, at the Commencement Date, are Affiliate Members of Oldham Cares) in order to determine how primary care would best be able to interface with Oldham Cares and contribute to the achievement of the Integration Objectives in accordance with a process to be agreed between Us as appropriate.

5.6 We acknowledge and accept that whilst the System Board is unable in law to bind any Party it will set ambition, strategy and outcomes for the system with the aim of reaching consensus among the Parties. The provisions of this Agreement do not affect the autonomy of any Party or prevent any Party from making decisions that bind that Party.

5.7 We acknowledge that, with the exception of the Reserved Matters listed at clause 9, We will have to make decisions together in order for Us to work effectively and We will work together on a Best for Oldham basis in order to achieve the Integration Objectives.

6 INTEGRATION PRINCIPLES

6.1 In consideration of the mutual benefits and obligations under this Agreement, We will work together to perform the obligations set out in this Agreement and, in particular, to achieve the Integration Objectives, acting in accordance with the Integration Principles.

6.2 The Integration Principles are that the We will work together in good faith and, unless the provisions in this Agreement state otherwise, the We will:

6.2.1 in relation to shared vision and delivery of outcomes:

(i) commit to the delivery of system outcomes in terms of clinical matters, user experience and resource allocation;

(ii) subject to the terms of the Financial Mechanism in Schedule 6, the Full Members will develop and participate in the risk reward scheme where We all share in savings generated;

(iii) using a strengths based approached wherever possible, commit to delivering the best possible care and outcomes for the whole Population, which promotes prevention and early intervention across all health and care services;

(iv) include the Population in the development of the shared vision with the aim of empowering communities so that they are truly able to co-produce with partner agencies;

(v) adopt an uncompromising commitment to trust, honesty, collaboration, innovation and mutual support; and

(vi) always demonstrate that the best interests of people resident in Oldham, and not organisational interests, are at the heart of the activities undertaken under this Agreement, the Services Contracts and Section 75 Agreements,

6.2.2 in relation to working together:

(i) commit to work together and to make system decisions on a Best for Oldham basis;

(ii) work collaboratively with each other and co-produce with others including the people of Oldham but especially Service Users, families and carers, in designing and delivering the Service; and

(iii) establish an integrated collaborative team environment to encourage open, honest and efficient sharing of information, subject to Competition Law compliance; and

(iv) adopt collective ownership of risk and reward, including identifying, managing and mitigating all risks in performing our respective obligations in this Agreement,

6.2.3 in relation to decision making:

(i) take responsibility to make unanimous decisions on a Best for Oldham basis;

(together these are the "**Integration Principles**").

6.3 Over the life of Oldham Cares, the actual provision of Services will alter on the basis of the most effective utilisation of staff, premises and other resources (in terms of cost and quality) and whilst there will be co-operation as to the service design this will not restrict any Parties' statutory obligations including, for example, obligations under Procurement Law or Competition Law as may be in force.

SECTION B: RESPONSIBILITIES AND GOVERNANCE

7 RESPONSIBILITIES OF THE PARTIES

7.1 Categories of membership

7.1.1 We have identified certain categories of membership of Oldham Cares and consequently We are divided into the following categories:

(i) Full Member;

(ii) Associate Member; and

(iii) any other categories agreed between Us (e.g., Affiliate Members) as are described in Schedule 11 (Rights and Obligations Members) to this Agreement.

7.1.2 As at the date of this Agreement, We have agreed the following categorisation across Us:

Party	Full Member	Associate Member
The CCG	X	
The Council	X	
The NCA (comprised of SRFT and PAH)	X	
PCFT	X	

7.1.3 The roles and responsibilities of the Full Members and Associate Members are as described in Schedule 11 (Rights and Obligations of Members) to this Agreement. Schedule 11 also sets out Our obligations to consider the inclusion of other organisations as part of Oldham Cares, which should be read in conjunction with the roles and responsibilities that apply to all categories of Parties as described in this Agreement.

7.1.4 We have agreed the categorisation referred to in Clause 7.1.2 as at the Commencement Date on the basis of Our expectations of delivery of the Integration Objectives. We recognise that it is possible that the categorisation may need to change over time and that some of the Parties may wish/need to move from one category of membership to another. Should those circumstances arise, the Party wishing/needing to move categories shall give as much notice as possible to the other Parties together with full reasons as to why a change of membership category is desired and/or required. We commit to considering such requests and will act transparently and in good faith in such circumstances recognising the significant implications for Oldham Cares that may flow from such a decision.

7.1.5 Any additions to or removal from the list of Parties set out in Clause 7.1.2 (and as such the addition of a member or removal of a Party from this Agreement) will be subject to the approval of the Full Members (excluding any Full Member being removed) acting unanimously and in accordance with the Integration Objectives and the procedure set out in Clause 19 (Admitting New Parties) in the case of the inclusion of additional members and Clause 18 (Rectification, Exit and Termination) in the case of the withdrawal of a Party.

7.2 <u>Our obligations</u>

7.2.1 Each Party acknowledges and agrees that, subject always to the provisions of its Services Contract, it will deliver the Services and perform its obligations in respect of its Services Contract and this Agreement:

(i) in compliance with Law, Guidance and good practice;

(ii) in accordance with the NHS Constitution and national and local government constitutional standards; and

(iii) in such a manner as to ensure the other Parties can comply with their obligations under their respective Services Contracts insofar as those obligations relate to, depend on, or may be affected by, the Party's performance of its obligations under this Agreement and its Services Contract.

7.2.2 We each acknowledge that We must not do anything or refrain or delay from doing anything that would put any other Party in breach of their Services Contract.

7.2.3 During the Term We will, and will use Our respective reasonable endeavours to procure that any necessary third parties will, each execute and deliver to the each of Us such other instruments and documents and take such other action as is reasonably necessary to fulfil the provisions of this Agreement in accordance with its terms.

7.3 Commissioners' obligations and roles

7.3.1 Each Commissioner will:

(i) help to establish an environment that encourages collaboration between the Providers where permissible;

(ii) provide clear system leadership to the Providers, clearly articulating health, care and support outcomes for the Providers, performance standards, scope of services and technical requirements;

(iii) support the Providers in developing links to other relevant services;

(iv) comply with their statutory duties;

(v) seek to commission the Services in an integrated, effective and streamlined way with a focus on outcomes, to meet the Integration Objectives; and

(vi) work collaboratively with, Service Users and their families/carers, the wider Population and the Providers to develop the Oldham Cares approach in accordance with this Agreement.

7.4 Providers' obligations and roles

7.4.1 Each Provider will:

(i) act collaboratively and in good faith with each other in accordance with the Law and Good Practice to achieve the Integration Objectives, having at all times regard to the best interests of the population of Oldham;

(ii) co-operate fully and liaise appropriately with each other Provider in order to ensure a co-ordinated approach to promoting the quality of patient care across the Services and so as to achieve continuity in the provision of services that avoids inconvenience to, or risk to the health and safety of Service Users, employees of the Providers or members of the public; and

(iii) through high performance and collaboration, unlock and generate enhanced innovation and better outcomes and value for the population of Oldham in line with the Integration Objectives.

7.4.2 Each Provider acknowledges and confirms that:

(i) it remains responsible for performing its obligations and functions for delivery of services to the relevant Commissioner in accordance with its Services Contracts;

(ii) it will be separately and solely liable to the relevant Commissioner (as applicable) under its own Services Contracts;

(iii) it remains responsible for its own compliance with all relevant regulatory requirements and remains accountable to its Board/Cabinet and all applicable regulatory bodies; and

(iv) it will work collaboratively with the Commissioners, the other Providers and any other relevant organisations to develop the Oldham Cares approach in accordance with this Agreement.

7.4.3 Each of the Providers will during the Term:

(i) subject to the provisions of this Agreement, promptly provide to any one of the Commissioners, and to any other person involved in the performance and achievement of the Integration Objectives, such

information about the Services and such cooperation and access as the Commissioners reasonably require from time to time in connection with the Integration Objectives, provided that if the provision of such information, co-operation or access amounts to a Variation, then the Variation Procedure will apply;

(ii) identify and obtain all consents necessary for the fulfilment of its obligations under the Services Contracts; and

(iii) comply with any reasonable instructions and guidelines issued by the Commissioners from time to time provided that such compliance does not amount to a Variation in which case the Variation Procedure will apply,

in each case to the extent that such action does not cause a Party to be in breach of any Law.

8 GOVERNANCE

8.1 The Parties must communicate with each other and all relevant staff in a clear, direct and timely manner. In addition to the Parties' own Boards / Cabinet / Governing Body (as applicable), which shall remain accountable for the exercise of each of the Parties' respective functions, and the Oldham Health and Wellbeing Board, the governance structure will comprise:

8.1.1 the Oldham Health and Care System Board (referred to herein as System Board); and

8.1.2 the Oldham Integrated Delivery Board (referred to herein as Delivery Board).

8.2 The diagram in Schedule 4 (Governance) sets out the governance structure and the links between the various groups including the Oldham Health and Wellbeing Board, in more detail.

8.3 Oldham Health and Care System Board

8.3.1 We all agree to establish the System Board. For the avoidance of doubt the System Board will not be a committee of any Party or any combination of Parties.

8.3.2 The System Board will not make decisions binding upon the Council until it is legally permissible to do so either by creation of a joint committee, a committee in common or any new statutory arrangement.

8.3.3 The System Board is the group responsible for leading the Parties under this Agreement and is accountable to each of the Parties.

8.3.4 The System Board will hold to account the Delivery Board. It will have other duties and the authority and accountability defined in its Terms of Reference.

8.3.5 The terms of reference for the System Board will be substantially in the form as set out in Schedule 4 PART 1 - (Oldham Health and Care System Board – Terms of Reference) and are subject to ongoing review.

8.4 Oldham Integrated Delivery Board

8.4.1 We agree to establish the Oldham Integrated Delivery Board (Delivery Board) which will be responsible for managing the implementation of decisions made by the System Board and the delivery of the Services. For the avoidance of doubt the System Board will not be a committee of any Party or any combination of Parties.

8.4.2 The Delivery Board will not make decisions binding upon the Council until it is legally permissible to do so either by creation of a joint committee, a committee in common or any new statutory arrangement.

8.4.3 The terms of reference for the Delivery Board will be substantially in the form as set out in Schedule 4 PART 2 - (Oldham Integrated Delivery Board – Terms of Reference) and are subject to ongoing review.

9 RESERVED MATTERS

9.1 We acknowledge that each of the Commissioners is required to comply with various statutory duties as commissioners. Therefore, notwithstanding any other provision of this Agreement or any Services Contract, each of the Commissioners must be free to determine the following matters as they see fit. Each of the Commissioners will strive to achieve a consensus and an alignment amongst Us, but We recognise that, ultimately, each of the Commissioners must be free to determine the following "**Reserved Matters**":

9.1.1 any Mandatory Variation required to be implemented by the Commissioners;

9.1.2 any matter upon which the Commissioners may be required to submit to public consultation or in relation to which the Commissioners may be required to respond to or liaise with a Local Healthwatch organisation;

9.1.3 any decision of the Commissioners to exercise its rights in relation to clause 17 (Force Majeure);

9.1.4 any steps taken by the Commissioners pursuant to clause 18 (Rectification, Exit and Termination);

9.1.5 any steps taken by the Commissioners in relation to clause 22 (Transfer to Third Parties);

9.1.6 any matter which requires the Commissioners to invest further monies in respect of the Services, or under the Services Contracts or under this Agreement; and

9.1.7 any decision which would impact on the statutory functions and duties of the Commissioners.

9.2 We agree that:

9.2.1 the Reserved Matters are limited to the express terms of clause 9.1;

9.2.2 the Reserved Matters will not be exercised so as to require a Provider to breach any regulatory obligations (including for any Provider that is an NHS Foundation Trust the terms of its NHS Provider Licence or for any Provider any directions issued pursuant to direction 6(c) of the National Health Service Trust Development Authority Directions and Revocations and the Revocation of the Imperial College Healthcare National Health Service Trust Directions 2016) or to breach any legislative requirements including the Health and Social Care Act 2008 (Regulated Activities) Regulations 2010;

9.2.3 the System Board may not make a final decision on any of the matters set out in clause 9.1.1 and 9.1.2 which are reserved for determination by the Commissioners only;

9.2.4 where exercising a Reserved Matter under clause 9.1.3 to 9.1.6 and subject to any need for urgency because to act otherwise would result in the Commissioners breaching their statutory obligations, the Commissioners will first consult with the System Board in respect of its proposed exercise of a Reserved Matter;

9.2.5 should the need arise, a Commissioner will give a written notice to the System Board that it is exercising a Reserved Matter; and

9.2.6 if a decision in respect of any Reserved Matter is notified to the System Board, We will implement that decision as if it were a decision of the System Board.

10 TRANSPARENCY

10.1 We will provide to each other and to the System Board and Delivery Board, as appropriate, all information that is reasonably required in order to achieve the Integration Objectives and to design and implement any agreed changes to the ways in which the Services are delivered (and where the Services are delivered from).

10.2 We will comply with any applicable Competition Law where these are relevant to Us. We will therefore make sure that We share information, and in particular Commercially Sensitive Information, in such a way that is compliant with Competition Law and, accordingly, the System Board and the Delivery Board will ensure that the exchange of Commercially Sensitive Information will be restricted to circumstances where:

10.2.1 it is essential;

10.2.2 it is not exchanged more widely than necessary;

10.2.3 it is subject to suitable non-disclosure or confidentiality agreements which include a requirement for the recipient to destroy or return it on request or on termination of this Agreement;

10.2.4 it may not be used other than in pursuit of the Integration Objectives,

and no Provider will be required to disclose to any other Provider any Competition Sensitive Information.

10.3 We acknowledge that it is for each Provider to decide whether information is Competition Sensitive Information but We recognise that it is normally considered to

include any internal commercial information which, if it is shared between Providers, would allow the Providers to forecast or coordinate commercial strategy or behaviour in any market.

10.4 In order to perform the terms of the Financial Mechanism in Schedule 6, We will ensure that We each provide the Delivery Board with all financial cost resourcing, activity or other information as may be required so that the Delivery Board can assure the System Board that the Integration Objectives, in particular those of a financial nature, are being satisfied.

10.5 We will make sure the Delivery Board establishes appropriate information barriers between and within the Providers if this is considered relevant so as to ensure that Competition Sensitive Information and Confidential Information are only available to those Providers who need to see it for the purposes of this Agreement and for no other purpose whatsoever so We do not breach Competition Law.

10.6 It is accepted by Us that the involvement of the Providers in this Agreement may give rise to situations where information will be generated and made available to the Providers, which could give any of the Providers an unfair advantage in competitions which may be capable of distorting such competitions (for example, disclosure of pricing information or approach to risk may provide one Provider with a commercial advantage over a separate Provider). The Providers therefore recognise the need to manage the information referred to in this Clause 10.6 in a way which maximises their opportunity to take part in competitions operated by the Commissioners by putting in place appropriate procedures, such as appropriate non-disclosure or confidentiality agreements in advance of the disclosure of information.

10.7 Any Provider will have the opportunity to demonstrate to the reasonable satisfaction of the Commissioners in relation to any competitive procurements that the information it has acquired as a result of its participation in Oldham Cares, other than as a result of a breach of this Agreement, does not preclude the Commissioners from running a fair competitive procurement in accordance with the Commissioners' legal obligations.

10.8 Notwithstanding clause 10.7, the Commissioners reserve their rights to take such measures as they consider necessary in relation to such competitive procurements in order to comply with their obligations under Procurement Law) including, but not limited to, excluding any potential bidder from the competitive procurement in accordance with the laws governing that competitive procurement.

10.9 The Parties acknowledge that legislative proposals, if enacted, will likely result in changes to Competition Law and Procurement Law and as such clauses 10.1 to 10.9 may need to be amended to reflect these changes.

10.10 Nothing in this Agreement will absolve any of the Providers from their obligations under each Service Contract, particularly in relation to ensuring that the Services are provided in accordance with the requirements of the relevant Service Contract.

10.11 Where there are any Patient Safety Incidents or Information Governance Breaches relating to the Services the Providers will ensure that they each comply with their individual Service Contract and, where required by the Commissioners, work collectively and share all relevant information to that Patient Safety Incident or Information Governance Breach (or other similar issue) for the purposes of any investigations and/or remedial plans to be put in place, as well as for the purposes of learning lessons in order to avoid such Patient Safety Incident or Information Governance Breach in the future.

10.12 Without prejudice to any obligations in the Services Contracts, including but not limited to the national requirements and operational process reporting of Serious Incidents, the Providers must notify the Delivery Board of any Serious Incident that has arisen in connection with the relevant Provider's involvement in providing the Services set out in the Service Contract without delay and the Delivery Board will report this to the System Board as needed and by exception.

SECTION C: SERVICES CONTRACTS AND COORDINATION OF THE SERVICES

11 SERVICES CONTRACTS

11.1 Each of Us must perform Our respective obligations under, and observe the provisions of, any Services Contract to which any of Us is a party.

11.2 Nothing in this Agreement relaxes or waives any of Our obligations pursuant to any Services Contract to which any of Us is a party. As stated in clause 5.6, We acknowledge and accept that the System Board may decide that activity is shifted and that service specifications under the respective Services Contracts are varied in order to achieve the Integration Objectives. We acknowledge that agreement of the other party will be required to any variation to the Services Contracts. Any proposed variation will therefore be considered by the System Board and where a proposed variation is agreed in principle by the System Board, the adoption of any variation will be subject

to the agreement of the relevant parties to the Services Contract. Nothing in this clause 11.2 will require Us to do anything (or omit to do anything) that breaches any Services Contract or any Law.

11.3 Save as set out in clause 16 (Liability and Indemnity) each Provider will be responsible for the acts, omissions, defaults or negligence of its directors, officers, employees and agents in respect of its obligations under the Services Contracts as fully as if they were acts, omissions, defaults or negligence of itself.

11.4 Where any Provider has any other contract for services with any of the Commissioners, the Provider concerned will ensure that there is no duplicated recovery of charges for the same service or resource, nor is any activity moved between contracts to provide a financial advantage to that Provider.

11.5 Subject to the provisions of clause 13 (Intellectual Property Rights), clause 14 (Confidentiality, Freedom of Information and Information Governance) and clause 15 (Variation Procedure) and any associated Schedules, We must during the Term promptly notify each other of any modification, upgrade, improvement, enhancement or development to the Services, or which could be applied to the Services, in each case on a Best for Oldham basis.

SECTION D: PERFORMANCE MANAGEMENT, FINANCIAL RISK AND BENEFIT SHARING

12 KEY PERFORMANCE INDICATORS AND FINANCIAL MECHANISM

12.1 We agree that the provisions of Schedule 5 (Outcomes: Monitoring and Measuring) will apply to the performance and monitoring of the Services.

12.2 We agree that the provisions of Schedule 6 (Financial Mechanism) will apply to all Full Members. The Financial Mechanism contained in Schedule 6 are subject to further development and agreement by the Full Members and as such may be updated from time to time.

SECTION E: REMAINING CLAUSES

13 INTELLECTUAL PROPERTY RIGHTS

13.1 Our existing Intellectual Property

13.1.1 Each of Us has Our own existing Intellectual Property and We have agreed that We will be able to protect Our respective existing Intellectual Property as set out in this Agreement.

13.1.2 We also agree that, in the interests of achieving the Integration Objectives, We should share Our own existing Intellectual Property but, except as set out in this clause 13, none of Us will acquire the Intellectual Property of any other Party to this Agreement.

13.1.3 Each Provider grants each Commissioner and each of the other Providers a fully paid up non-exclusive licence to use its existing Intellectual Property for the purposes of the exercise of the Commissioners' functions and obtaining the full benefit and utilisation of the Services under this Agreement and/or the fulfilment of the Providers' obligations under this Agreement.

13.1.4 The Commissioners grant the Providers a fully paid up nonexclusive licence to use the Commissioner's Intellectual Property under this Agreement for the sole purpose of providing the Services pursuant to this Agreement.

13.1.5 In the event that any Provider at any time devises, discovers or acquires rights in any Improvement it must:

(i) promptly notify the owner of the Intellectual Property to which that Improvement relates, giving full details of the Improvement and whatever information or explanations as the rest of Us may reasonably require to be able to use the Improvement effectively; and

(ii) assign to the owner of the Intellectual Property to which that Improvement relates all rights and title in any such Improvement without charge.

13.1.6 We agree that any Improvement as described in clause 13.1.5 will be treated as New Intellectual Property and therefore be dealt with in accordance with clause 13.2.

13.2 <u>New Intellectual Property</u>

13.2.1 If any of Us creates any Intellectual Property during the Term that is related to the subject matter of this Agreement, the Party which creates the Intellectual Property will retain full title guarantee, title to and all rights and interest in the Intellectual Property so created.

13.2.2 The Party which creates any Intellectual Property will grant to each of Us a fully paid up non-exclusive licence to use the Intellectual Property for the purposes of the fulfilment of the other Parties' obligations and the development and delivery of the arrangements under this Agreement under this Agreement.

14 CONFIDENTIALITY, FREEDOM OF INFORMATION AND INFORMATION GOVERNANCE

14.1 We agree that We will comply with the Data Protection Legislation and that nothing in this Agreement will require us to breach the Data Protection Legislation. We agree that we will cooperate with one another regarding compliance with the Data Protection Legislation, in particular with regard to communications with Service Users.

14.2 We agree that We will comply with Schedule 7 (Confidential Information of the Parties) and Schedule 8 (Freedom of Information and Transparency).

14.3 Before we exchange any Confidential Information or personal data, We will enter into appropriate data sharing agreements.

15 PERSONNEL

15.1 We agree that We will each have responsibility for Our own staff and that, where internal reorganisation or redeployment of staff is needed, We will be individually responsible for any costs of that reorganisation or redeployment.

15.2 We do not expect staff to transfer from one Party to another as a result of TUPE but where that does happen then:

15.2.1 in respect of staff that deliver the Services, the provisions that deal with a transfer of staff as a result of TUPE contained in the relevant Services Contract will apply; and

15.2.2 in respect of staff that manage activities pursuant to this Agreement, each of Us commits to each of the others that We will, in order to fulfil the

Integration Objectives and in accordance with the Integration Principles, co-operate and negotiate, acting reasonably and in good faith, to determine and agree how all financial, operational, legal and other consequences of such staff transfers are shared between Us.

16 LIABILITY AND INDEMNITY

16.1 In the majority of cases, Our respective responsibilities and liabilities will be allocated under Our respective Services Contracts.

16.2 Where responsibilities and liabilities arise that are not included within the provisions of any Services Contract, We agree that, in relation to the matters set out in this Agreement, We will have no liability to each other in respect of any losses, liabilities, damages, costs, fees and expenses (howsoever caused or arising) except as set out in this clause 16 and clause 18 (Rectification, Exit and Termination).

16.3 Any one of Us may bring a claim against any other of Us in respect of or arising from any loss or damage suffered from breach of the provisions of clause 13 (Intellectual Property Rights) and clause 14 (Confidentiality, Freedom of Information and Information Governance).

16.4 Each Provider agrees to ensure that it will, at all times, have in place adequate indemnity arrangements (either in the form or insurance policies, NHS Litigation Authority indemnity schemes, or otherwise) for the purposes of the Services that it is providing at any relevant time, and will provide details of the same to the Commissioners in accordance with the terms of the relevant Service Contract.

16.5 Each Provider is responsible for ensuring their regulatory compliance of the Services that they provide. Each Provider will deal directly with the relevant regulatory body in relation to the Services performed by that Provider organisation and it is not intended that there will be any collective responsibility or liability for any regulatory breaches or enforcement actions.

17 FORCE MAJEURE

17.1 Sometimes certain events outside of Our reasonable control (an "**Event of Force Majeure**") might prevent one or more of Us (each being an "**Affected Party**") from complying with Our respective obligations under this Agreement.

17.2 Many of Our Services Contracts will include provisions that dictate what happens if there is an Event of Force Majeure. If an applicable Services Contract dictates what happens if there is an Event of Force Majeure then We will comply with Our obligations under the Services Contract and will do everything We reasonably can to make sure that the Event of Force Majeure does not have a material adverse effect on the overall Services and this Agreement. If the applicable Services Contract does not dictate what happens if there is an Event of Force Majeure then those of Us affected must comply with clauses 17.3 to 17.7 (inclusive).

17.3 If an Event of Force Majeure occurs, the Affected Party must:

17.3.1 take all reasonable steps to mitigate the consequences of that event;

17.3.2 resume performance of its obligations as soon as practicable; and

17.3.3 use all reasonable efforts to remedy its failure to perform its obligations under this Agreement.

17.4 The Affected Party must send an initial written notice to each of Us immediately when it becomes aware of the Event of Force Majeure. This initial notice must give sufficient detail to identify the Event of Force Majeure and its likely impact. The Affected Party must then serve a more detailed written notice within a further 5 Business Days. This more detailed notice must contain all relevant information as is available, including the effect of the Event of Force Majeure, the mitigating action being taken and an estimate of the period of time required to overcome the event and resume full delivery of its obligations under this Agreement.

17.5 If it has complied with its obligations under clauses 17.1 to 17.4 (*Force Majeure*), the Affected Party will be relieved from liability under this Agreement if and to the extent that it is not able to perform its obligations under this Agreement due to the Event of Force Majeure.

17.6 <u>Effect of an Event of Force Majeure</u>

17.6.1 We must at all times following the occurrence of an Event of Force Majeure use all reasonable endeavours to prevent and mitigate the effects of an Event of Force Majeure. We must at all times whilst an Event of Force Majeure is subsisting take steps to overcome or minimise the consequences of the Event of Force Majeure and facilitate the continued performance of this Agreement.

17.6.2 None of Us will be entitled to bring a claim for breach of obligations under this Agreement by another of Us or incur any liability to another of Us for any losses or damages incurred by that other Party to the extent that an Event of Force Majeure occurs and the Affected Party is prevented from carrying out obligations by that Event of Force Majeure.

17.6.3 In the event that a Party reasonably believes that the effects of the Event of Force Majeure will make it impossible for this Agreement to continue, that Party may serve notice of this on the System Board in order that the System Board can consider whether this Agreement should terminate in accordance with clause 18.10.

17.7 Cessation of Event of Force Majeure

17.7.1 The Affected Party must notify each of Us as soon as practicable after the Event of Force Majeure ceases or no longer causes the Affected Party to be unable to comply with its obligations under this Agreement. Following such notification, this Agreement will continue to be performed on the terms existing immediately prior to the occurrence of the Event of Force Majeure.

17.8 Covid-19 pandemic

17.8.1 We acknowledge and agree that as at the Commencement Date there is a declared Covid-19 pandemic which is an Event of Force Majeure and We shall comply with Our obligations under Clause 17.6.1 and:

(i) consult with each other in good faith;

(ii) use all reasonable endeavours to agree appropriate steps to mitigate the effects of the Covid-19 pandemic; and

(iii) seek to facilitate the continued performance of the Agreement.

without any prior notice having to be served under Clause 17.4.

18 RECTIFICATION, EXIT AND TERMINATION

18.1 This clause 18 sets out the circumstances in which one or more of Us may exit this Agreement (whether by being excluded by the other Parties or by excluding Ourselves) as a result of. These circumstances include:

18.1.1 Wilful Default as more fully described in clause 18.3;

18.1.2 the termination or transfer of all of a Provider's Services Contracts in respect of the Population as more fully described in clause 18.6.1(i)

18.1.3 an event of Insolvency affecting one of Us as more fully described in clause 18.6.1(ii); or

18.1.4 a Provider serving notice in writing on each of the Parties as more fully described in clause 18.6.2.

18.2 In cases where a default can be remedied then the Defaulting Party will be given the opportunity to rectify the problem as set out in clauses 18.4 to 18.5.

18.3 Wilful Default

18.3.1 In this Agreement the phrase "**Wilful Default**" means that a Party has committed one of the following acts or omissions. The Party committing the act is called the "**Defaulting Party**". The acts or omissions are:

(i) an intentional or reckless act or omission by the Defaulting Party or any of its officers or representatives appointed to the System Board or Delivery Board which that Defaulting Party or any of its officers or representatives appointed to the System Board or Delivery Board knew or ought reasonably to have known:

(A) was likely to have harmful consequences for Oldham Cares, one or more of Us other Parties, or the Service Users; or

(B) was a breach of an Integration Principle;

(ii) an intentional or reckless act or omission by the Defaulting Party or any of its officers or representatives appointed to the System Board or Delivery Board without regard to the possible harmful consequences arising out of the act or omission;

(iii) an intentional failure by the Defaulting Party or any of its officers or representatives appointed to the System Board or Delivery Board to act in good faith as required under this Agreement;

(iv) a repudiation of this Agreement by the Defaulting Party;

(v) a failure by the Defaulting Party to honour an indemnity provided under this Agreement;

(vi) a failure by the Defaulting Party to pay moneys due under this Agreement within 14 Business Days of being directed to do so in writing by the System Board;

(vii) a fraudulent act or omission by the Defaulting Party or any of its officers or representatives appointed to the System Board or Delivery Board;

(viii) an intentional failure of, or refusal by, the Defaulting Party, to effect and maintain appropriate insurance policy or Indemnity Arrangement which it is obliged to effect and maintain under a Services Contract, this Agreement or at law; or

(ix) an intentional or reckless breach of a confidentiality obligation, or other obligation, in provisions relating to confidentiality in this Agreement or in a Services Contract although this does not mean any innocent or negligent act, omission or mistake the Defaulting Party or any of its officers, employees or agents acting if in good faith.

18.4 Opportunity to Rectify Default

18.4.1 If at any time a Party considers that one of Us is in Wilful Default, then that Party may call a meeting of the System Board **(**a "**Rectification Meeting**"). Any meeting called under this clause will be conducted in accordance with Schedule 4 (Oldham Health and Care System Board – Terms of Reference). We all agree that We will be represented at all Rectification Meetings.

18.4.2 At a Rectification Meeting, We will all discuss the reasons why the Defaulting Party is failing to comply with its obligations under this Agreement. The Party that called the Rectification Meeting will have an opportunity to explain why it has called the Rectification Meeting and the Defaulting Party will have an opportunity to explain why it is so failing. The other Parties to this Agreement will also have an opportunity to give their views.

18.4.3 If by the end of the Rectification Meeting all Parties other than the Defaulting Party consider that an action needs to be taken to rectify the default then all Parties other than the Defaulting Party may together issue a Rectification Notice setting out the actions or directions that the Defaulting Party will take. All Parties other than the Defaulting Party will always make sure that any actions or directions given under a Rectification Notice are given for Best for Oldham reasons. We all agree that, if any one of Us is the Defaulting Party, We will carry out the actions or directions given under the Rectification Notice.

18.5 Further Rectification or Exclusion

18.5.1 If the Defaulting Party fails to properly carry out the actions or directions set out under a Rectification Notice then any of the Parties except the Defaulting Party may call a further meeting in the same way as set out in clause 18.4. Any meeting called under this clause 18.5.1 will be conducted in accordance with Schedule 4 (Oldham Health and Care System Board – Terms of Reference). If by the end of that further Rectification Meeting all the Parties except the Defaulting Party are still concerned that the Defaulting Party remains or is likely to remain in default then all the Parties except the Defaulting Party together may issue a further Rectification Notice or, if the Full Members (except the Defaulting Party) all agree then the Full Members may issue an Exclusion Notice to the Defaulting Party. We all agree that, if any one of Us is the Defaulting Party, We will abide by the provisions of the Rectification Notice or the Exclusion Notice.

18.6 Additional Grounds for Exclusion and/or Exit

18.6.1 The Commissioners may serve an Exclusion Notice on a Provider at any time:

(i) if all of the Provider's Services Contract in respect of the Population are terminated or transferred to another provider for any reason, such that the Provider no longer provides Services for the people of Oldham; or

(ii) if that Provider is subject to an act of Insolvency

18.6.2 Where a Provider wishes to exit this Agreement by excluding themselves pursuant to clause 18.1.4, We acknowledge that such exit will only take effect if the Party(s) wishing to exit has served written notice of the intention to exit on the other Parties at least 12 months prior to the relevant exit date.

18.7 Consequences of Exclusion or Termination

18.7.1 Where a Provider is excluded from, or exits, this Agreement:

(i) because the Provider's Services Contracts are terminated by the relevant Commissioner without cause; or

(ii) because the Provider's Services Contracts are terminated by the Provider following a breach or default of the Services Contracts on the part of the relevant Commissioner,

and, as a consequence of such termination, that Provider suffers loss, expense or damage then subject to that Provider making reasonable efforts to mitigate its losses:

(iii) where clause 18.7.1(i) applies, the relevant Commissioner will indemnify the Provider in respect of such loss, expense or damage; or

(iv) where clause 18.7.1(ii) applies, the Commissioner in breach or default will indemnify the Provider in respect of such loss, expense or damage.

18.7.2 Any amounts due in respect of such costs under clause 18.7.1 will be due and payable when actually incurred by the respective Provider.

18.7.3 Where a Provider is excluded from this Agreement:

(i) as a result of Insolvency (pursuant to clause 18.6.1(ii)); or

(ii) as a result of Wilful Default (pursuant to clause 18.5.1); or

(iii) as a result of the Provider's Services Contracts having been terminated by the relevant Commissioner following a breach or default on the part of the relevant Provider; or

(iv) as a result of the Provider's Services Contracts having been terminated by the relevant Provider without cause;

and where, as a consequence of such exclusion or termination, this causes the Commissioners or any other Provider financial loss, expense or damage then, subject to clause 16 (Liability and Indemnity) and the Commissioners and any remaining Providers making reasonable efforts to mitigate their losses, the excluded Provider will indemnify the Commissioners and any other Providers as the case may be, in respect of such loss, expense or damage.

18.7.4 Any amounts due in respect of such costs under clause 18.7.3 will be due and payable when actually incurred by the respective Commissioner or Provider (as the case may be).

18.8 No double recovery

18.8.1 We agree that where loss, expense or damage is suffered by one of Us and may be recovered from one or more of Us pursuant to this Agreement but also pursuant to a Services Contract (for example by way of an indemnity of a claim for breach of contract) then We will be entitled to recover the loss, expense or damage but will not seek to recover any such loss, expense or damage more than once. Any sums recovered under one claim will be accounted for and credited under any separate claim for the same loss, expense or damage.

18.8.2 Where a Provider is excluded or exits under this clause 18 or its relevant Service Contracts are terminated in circumstances envisaged under clause 18.7, that excluded or exiting Provider:

(i) will not be entitled to any payment in respect of overheads, margin or any reward payment whether or not such payments relate to a period before or after the date of the relevant Exclusion Notice or notice to exit; but

(ii) will be paid any sums due which relate to Services provided by it up to the time of exclusion or exit.

18.8.3 A Provider which has been excluded or exits or whose Services Contracts havebeen terminated will have no further interest in this Agreement nor will it be represented on the System Board or Delivery Board.

18.8.4 Nothing will prevent any of Us entering into separate contractual arrangements with any excluded or exited Provider for the purposes of providing the Services, notwithstanding that it is no longer a Party under this Agreement.

18.9 Impact of Exclusion on Services Contracts

18.9.1 Where a Provider is excluded from this Agreement, We recognise that the associated Services Contracts are likely to be terminated and/or amended at the same time as the exclusion to reflect how the impacted services are to be delivered (by way of example only, the Provider may be requested by the Commissioners to provide the impacted services under a services contract outside the scope of this Agreement or the Commissioners may look to Us to deliver the impacted services). In addition to any specific obligations under the relevant Services Contracts to ensure a smooth transfer of Services, We agree to work together in good faith to agree the necessary changes so that services continue to be provided for the benefit of the people of Oldham.

18.10 Termination of the Agreement

18.10.1 The System Board may resolve to terminate this Agreement if an Event of Force Majeure renders the continuation of the Agreement impossible pursuant to clause 17.6.3.

18.10.2 The System Board may resolve to terminate this Agreement if a Dispute cannot be resolved pursuant to Schedule 9 of this Agreement.

19 ADMITTING NEW PARTIES

19.1 New parties to this Agreement will be admitted on terms which are fair, reasonable and non-discriminatory. Where a Party or Parties wish to admit a new person or organisation to be a party under this Agreement, such a proposal will be considered at the next System Board meeting.

19.2 The relevant Party or Parties that wish to admit a new person or organisation must serve a written notice on the System Board setting out the details of:

19.2.1 the proposed new person or organisation (where known);

19.2.2 reasons and rationale for the proposed admission of a new person or organisation;

19.2.3 the likely impact on the Services; and

19.2.4 the likely impact on the payments to be made under Schedule 6 (Financial Mechanism).

19.3 Following receipt of the notice referred to in clause 19.2 the System Board must, within a reasonable timescale, then consider the notice and determine whether to admit the person or organisation. Where the System Board agree the admittance, it will also determine what other actions are required, including but not limited to, variations to this Agreement.

20 SURVIVORSHIP

20.1 If:

20.1.1 any of Us are excluded from this Agreement;

20.1.2 this Agreement as between a Party and the remaining Parties terminates; or

20.1.3 this Agreement is terminated or expires for any reason,

then:

such termination or expiry will be without prejudice to rights or obligations accrued as at the date of such termination or expiry; and

those provisions of this Agreement which are expressly or by implication intended to come into or remain in force and effect following such exclusion from this Agreement or termination or expiry of this Agreement will so continue and continue to apply to a Party that has been excluded from this Agreement, subject to any limitation of time expressed in this Agreement.

21 VARIATION PROCEDURE

21.1 The provisions of this Agreement may be varied at any time by a Notice of Variation signed by the Parties in accordance with this clause 21. This does not apply where a Variation is a Mandatory Variation.

21.2 If a Party wishes to propose a Variation, that Party must submit a draft Notice of Variation to the Chair of the System Board to be considered at the next meeting (or when otherwise determined by the Parties) of the System Board.

21.3 A draft Notice of Variation must set out

21.3.1 the Variation proposed and details of the consequential amendments to be made to the provisions of this Agreement;

21.3.2 the date on which the Variation is proposed to take effect;

21.3.3 the impact of the Variation on the achievement of the Integration Objectives and the Outcomes; and

21.3.4 any impact of the Variation on any Services Contracts.

21.4 The System Board will consider the draft Notice of Variation and either:

21.4.1 accept the draft Notice of Variation, in which case all Parties will sign the Notice of Variation;

21.4.2 amend the draft Notice of Variation, such that it is agreeable to all Parties, in which case all Parties will sign the amended Notice of Variation; or

21.4.3 not accept the draft Notice of Variation, in which case the minutes of the relevant System Board will set out the grounds for non-acceptance.

22 TRANSFER TO THIRD PARTIES

22.1 Nothing in this clause 22 (Transfer to third parties) affects any relevant Provider's rights to assign, delegate, sub-contract, transfer, charge or otherwise dispose of all or any of its rights or obligations under a Services Contract.

22.2 The Providers may not sub-contract any or all of their obligations under this Agreement.

22.3 The Providers may not assign, delegate, transfer, charge or otherwise dispose of all or any of its rights or obligations under this Agreement without the prior written consent of the Commissioners.

22.4 Each Provider will be responsible for the performance of and will be liable to each of Us for the acts and omissions of any third party to which it may assign, transfer or otherwise dispose of any obligation under this Agreement as if they were the acts or omissions of that Provider unless:

22.4.1 the Provider in question has obtained the prior consent of the Commissioners in accordance with clause 22.3, or

22.4.2 the terms of that assignment, transfer or disposal have been approved and accepted by that third party so that that third party is liable to each of Us for its acts and omissions.

22.5 This Agreement will be binding on and will be to the benefit of each of Us and Our respective successors and permitted transferees and assigns.

22.6 Each of the Commissioners may only novate the whole (not part) of this Agreement to any central government department, NHS body or a Minister of the Crown provided it also novates any Services Contract.

23 PRECEDENCE

23.1 Unless otherwise specifically provided to the contrary in this Agreement, in the event of a conflict or inconsistency between any provision of any of the Services Contracts or any resolution of the System Board or of the Delivery Board with any provisions of this Agreement, the order of precedence below will apply:

23.2 the clauses then schedules then appendices and then annexures of any Services Contract; then

23.3 all other documents, if any, which are stated in a Services Contract to be incorporated in that agreement; then

23.4 the clauses then schedules then appendices and then annexures of any Section 75 Agreement; then

23.5 all other documents, if any, which are stated in a Section 75 Agreement to be incorporated in that agreement; then

23.6 the clauses then the Schedules of this Agreement; then

23.7 any resolution of the System Board; then

23.8 any resolution of the Delivery Board.

24 ANNUAL REVIEW

24.1 We must ensure that the System Board carries out an annual review, on a Best for Oldham basis, to enable the System Board to ascertain the extent to which the Outcomes and the Integration Objectives are being and/or will be achieved and whether any changes are required to the provisions of this Agreement and/or the activities undertaken by the both of Us under this Agreement to enable the Integration Objectives to be achieved and/or continue to be achieved.

24.2 The annual review must address the governance arrangements under this Agreement, including the Terms of Reference for the System Board and the Delivery Board.

24.3 In any event this Agreement will be reviewed in light of the anticipated health and care bill and legislation once published. We agree to work together to ensure that this Agreement adheres to both the spirit and the letter of the new legislation once it comes into force

25 CONTRACT MANAGEMENT RECORDS AND DOCUMENTATION

25.1 Subject to the provisions of this Agreement, each Party must at all times during the Term keep, or cause or procure to be kept, and retain, and thereafter for a period not less than six (6) years following expiry or termination of this Agreement, accurate accounts and full supporting documentation containing all data reasonably required for the computation and verification of the provision of the Services and all monies payable or paid under any Services Contract to which that Provider is a party by the Commissioners and give the Commissioners or its agents every reasonable facility from time to time having given reasonable notice in writing during normal business hours to inspect the said accounts records and supporting documentation and to make copies of or to take extracts from them.

25.2 To the extent that the Law or the terms of the applicable Services Contract impose more onerous obligations that this clause 25 then We must comply with the more onerous obligations.

25.3 We agree that We must collect and make available all necessary data to ensure that the Commissioners can meet their statutory responsibilities.

26 WARRANTIES

26.1 Each of Us warrants to the others that:

26.1.1 it has full power and authority to enter into this Agreement and all governmental or official approvals and consents and all necessary consents have been obtained and are in full force and effect;

26.1.2 its execution of this Agreement does not and will not contravene or conflict with its constitution, any Law, or any agreement to which it is a party or which is binding on it or any of its assets; and

26.1.3 to the best of its knowledge, nothing will have, or is likely to have, a material adverse effect on its ability to perform its obligations under this Agreement.

26.2 The warranties set out in this clause 26 (Warranties) are given on the date of this Agreement and repeated on every day during the Term of this Agreement.

27 RELATIONSHIP OF THE PARTIES

27.1 Each of Us will not pledge the credit of one or more other Parties or represent Ourselves as being one or more other Parties, or an agent, partner, employee or representative of one or more other Parties and none of Us will hold Ourselves out as such or as having any power or authority to incur any obligation of any nature, express or implied, on behalf of one or more other Parties.

27.2 Nothing in this Agreement will be construed as creating a legal partnership or a contract of employment between any of Us.

27.3 Save as expressly provided otherwise in this Agreement, none of the Providers will be, or be deemed to be, an agent of the Commissioner and none of the Providers will hold themselves out as having the authority or power to bind the Commissioners in any way.

27.4 None of Us will place or cause to be placed any order with the Provider or otherwise incur liabilities in the name of any of the other Parties or their representatives.

28 NOTICES

28.1 Any notices given under this Agreement must be in writing and must be served in the ways set out in this clause 28.1 at the addresses set out at in PART 2 - of Schedule 1. The following table sets out the respective deemed time and proof of service:

Manner of Delivery	Deemed time of delivery	Proof of Service
Personal delivery	On delivery	Properly addressed and delivered
Prepaid first class recorded delivery domestic postal service	9.00 am on the second Business Day after posting	Properly addressed prepaid and posted
Email	9.00 am on the Business Day after sending	Properly addressed and sent

29 THIRD PARTY RIGHTS

29.1 A person who is not a Party has no right under the Contracts (Rights of Third Parties) Act 1999 to enforce or enjoy the benefit of this Agreement.

29.2 Our rights to terminate, rescind or agree any variation, waiver or settlement under this Agreement are not subject to the consent of any person that is not a Party.

30 SEVERABILITY

30.1 If any part of this Agreement is declared invalid or otherwise unenforceable, it will be severed from this Agreement and this will not affect the validity and/or enforceability of the remaining provisions.

31 ENTIRE AGREEMENT

31.1 This Agreement, the Services Contracts and the Section 75 Agreements constitute Our entire agreement and understanding and, subject to the terms of each Services Contract, supersedes any previous agreement between Us relating to the subject matter of this Agreement.

31.2 Each of Us acknowledges and agrees that in entering into this Agreement We do not rely on and have no remedy in respect of any statement, representation, warranty or

understanding (whether negligently or innocently made) of any person (whether a Party or not) other than as expressly set out in this Agreement.

31.3 Nothing in this clause 31 (Entire Agreement) will exclude any liability for fraud or any fraudulent misrepresentation.

32 WAIVER

32.1 Any relaxation or delay of any of Us in exercising any right under this Agreement must not be taken as a waiver of that right and must not affect Our ability subsequently to exercise that right.

33 DISPUTE RESOLUTION PROCEDURE

33.1 Subject as otherwise specifically provided for in this Agreement, We agree that, where any Dispute arises out of or in connection with this Agreement, a Party may refer the Dispute in accordance with Schedule 9 (Dispute Resolution Procedure) in preference to any right We have to refer the matter to the NHS dispute resolution procedure.

34 COSTS AND EXPENSES

34.1 Each of Us will be responsible for paying Our own costs and expenses incurred in connection with the negotiation, preparation and execution of this Agreement.

35 LAW AND JURISDICTION

35.1 This Agreement and any Dispute arising out of or in connection with it, whether such Dispute is contractual or non-contractual in nature, such as claims in tort, for breach of statute or regulation, or otherwise, will be governed by, and construed in accordance with, the laws of England.

35.2 Subject to

35.2.1 the Parties first complying with clause 33 (Dispute Resolution Procedure) and Schedule 9 (Dispute Resolution Procedure); and

35.2.2 any requirement under a Services Contract to refer the matter to the NHS dispute resolution procedure,

the Parties hereby submit to the exclusive jurisdiction of the English courts.

36 COUNTERPARTS

This Agreement may be executed in any number of counterparts, each of which will be regarded as an original, but all of which together will constitute one agreement binding on all of Us, notwithstanding that all of Us are not signatories to the same counterpart.

IN WITNESS OF WHICH We have signed this Agreement as set out in Schedule 1

Schedule 1

PART 1 - PARTIES

	Party	Address of principal office of Party	Signed for and on behalf of the Party
1	NHS OLDHAM CLINICAL COMMISSIONING GROUP ("**the CCG**")	Civic Centre West Street Oldham OL1 1UT	Print name _____ Signature _____ Date _____
2	OLDHAM COUNCIL ("**the Council**")	Civic Centre West Street Oldham OL1 1UT	Print name _____ Signature _____ Date _____
3	NORTHERN CARE ALLIANCE NHS GROUP ("**the NCA**") acting by:		
	SALFORD ROYAL NHS FOUNDATION TRUST ("**SRFT**")	Mayo Building Salford Royal Stott Lane Salford M6 8HD	Print name _____ Signature _____ Date _____
	THE PENNINE ACUTE HOSPITALS NHS TRUST ("**PAH**")	Trust Headquarters North Manchester General Hospital Delaunays Road Crumpsall M8 5RB	Print name _____ Signature _____ Date _____
4	PENNINE CARE NHS FOUNDATION TRUST ("**PCFT**")	225 Old St Ashton-under-Lyne OL6 7SR	Print name _____ Signature _____ Date _____

The CCG and the Council (in its role as commissioner of social care and public health services) are together referred to in this Agreement as the "**Commissioners**".

The NCA, PCFT, the Council (in its role as provider of social care services, whether directly or through contracting arrangements with third party providers) are together referred to in this Agreement as the "**Providers**".

The Commissioners and the Providers are together referred to as "**the Parties**" "**We**", "**Us**" or "**Our**" as the context requires.

"**Party**" means any of Us.

PART 2 - ADDRESSES FOR NOTICES

Party	Address for Notices
NHS Oldham Clinical Commissioning Group	Civic Centre West Street Oldham OL1 1UT Email: oldccg.ccgcorporateoffice@nhs.net
Oldham Council	Civic Centre West Street Oldham OL1 1UT Email: customer.feedback@oldham.gov.uk
Northern Care Alliance NHS Group (acting by SRFT and PAH)	The Pennine Acute Hospitals NHS Trust Trust Headquarters North Manchester General Hospital Delaunays Road Crumpsall M8 5RB Email: trust.communications@pat.nhs.uk
	Salford Royal NHS Foundation Trust Mayo Building Salford Royal Stott Lane Salford M6 8HD Email: trust.communications@pat.nhs.uk
Pennine Care NHS Foundation Trust	225 Old St Ashton-under-Lyne OL6 7SR Email: ceo-penninecare@nhs.net

Schedule 2

DEFINITIONS AND INTERPRETATION

1 Interpretation

1.1 The headings in this Agreement will not affect its interpretation.

1.2 Reference to any statute or statutory provision, to the Law, Guidance or to Data Guidance includes a reference to that statute or statutory provision, Law, Guidance or Data Guidance as from time to time updated, amended, extended, supplemented, re-enacted or replaced in whole or in part.

1.3 Reference to a statutory provision includes any subordinate legislation made from time to time under that provision.

1.4 References to clauses and Schedules are to the clauses and Schedules of this Agreement, unless expressly stated otherwise.

1.5 References to any body, organisation or office include reference to its applicable successor from time to time.

1.6 Any references to this Agreement or any other documents or resources includes reference to this Agreement or those other documents or resources as varied, amended, supplemented, extended, restated and/or replaced from time to time and any reference to a website address for a resource includes reference to any replacement website address for that resource.

1.7 Use of the singular includes the plural and vice versa.

1.8 Use of the masculine includes the feminine and vice versa.

1.9 Use of the term “including” or “includes” will be interpreted as being without limitation.

1.10 The following words and phrases have the following meanings:

"**Affected Party**” has the meaning set out in clause 15;

“**Affiliate Member**” has the meaning set out in clause 7.1 and Schedule 11;

“**Agreement**” means this Agreement;

"**Associate Member**" has the meaning set out in clause in clause 7.1 and Schedule 11;

"**Best for Oldham**" means best for the achievement of the Integration Objectives for the Oldham population on the basis of the Integration Principles;

"**Business Day**" means any day which is not a Saturday, Sunday, Christmas Day, Good Friday or a bank or public holiday in the United Kingdom;

"**Chair**" has the meaning set out in paragraph 5.5 of Schedule 4

"**Commencement Date**" means the date of this Agreement;

"**Commercially Sensitive Information**" means Confidential Information which is of a commercially sensitive nature relating to any Party, its intellectual property rights or its business or which a Party has indicated would cause that Party significant commercial disadvantage or material financial loss;

"**Commissioner**" has the meaning set out in Schedule 1;

"**Competition Law**" means the Competition Act 1998 and the Enterprise Act 2002, as amended by the Enterprise and Regulatory Reform Act 2013 and as applied to the healthcare sector by NHS Improvement (now NHS England and Improvement) in accordance with the Health and Social Care Act 2012 and other such competition Law as shall apply to any of the Parties;

"**Competition Sensitive Information**" means Confidential Information which is owned, produced and marked as Competition Sensitive Information including information on costs by one of the Providers and which that Provider properly considers is of such a nature that it cannot be exchanged with the other Providers without a breach or potential breach of Competition Law. Competition Sensitive Information may include, by way of illustration, trade secrets, confidential financial information and confidential commercial information, including without limitation, information relating to the terms of actual or proposed contracts or sub-contract arrangements (including bids received under competitive tendering), future pricing, business strategy and costs data, as may be utilised, produced or recorded by any Provider, the publication of which an organisation in the same business would reasonably be able to expect to protect by virtue of business confidentiality provisions;

“**Confidential Information**” means any information or data in whatever form disclosed, which by its nature is confidential or which the disclosing Party acting reasonably states in writing to the receiving Party is to be regarded as confidential, or which the disclosing Party acting reasonably has marked ‘confidential’ (including, financial information, or marketing or development or workforce plans and information, and information relating to services or products);

"**Data Guidance**" means any applicable guidance, guidelines, direction or determination, framework, code of practice, standard or requirement regarding information governance, confidentiality, privacy or compliance with the Data Protection Legislation (whether specifically mentioned in this Agreement or not), to the extent published and publicly available or their existence or contents have been notified to the Parties by another Party and/or relevant Regulatory or Supervisory Body. This includes but is not limited to guidance issued by NHS Digital, the National Data Guardian for Health & Care, the Department of Health and Social Care, NHS England, the Health Research Authority, Public Health England, the European Data Protection Board and the Information Commissioner;

“**Data Protection Legislation**”: means

(a) The retained EU law version of Regulation (EU) 2016/679 (the "UK GDPR");

(b) the Data Protection Act 2018; and

(c) all applicable Law concerning privacy, confidentiality or the processing of personal data including, but not limited to the Human Rights Act 1998, the Health and Social Care (Safety and Quality) Act 2015, the common law duty of confidentiality and the Privacy and Electronic Communications (EC Directive) Regulations;

"**Defaulting Party**” has the meaning set out in clause 18.3.1;

"**Department of Health and Social Care**" means the Department of Health and Social Care in England of HM Government and its predecessor departments, or such other body superseding or replacing it from time to time and/or the Secretary of State

“**Dispute**” has the meaning set out in paragraph 1 of Schedule 9 (Dispute Resolution Procedure);

"**EIR**" means the Environmental Information Regulations 2004;

“**Exclusion Notice**” means a notice issued pursuant to clause 18 (Rectification, Exit and Termination) which must specify the grounds on which the Exclusion Notice has been issued and which will have the effects specified in clause 18;

“**Extended Term**” has the meaning set out in Clause 4.2.

“**Event of Force Majeure**” means an event or circumstance which is beyond the reasonable control of any Affected Parties claiming relief under clause 15 (Force Majeure), including war, civil war, armed conflict or terrorism, strikes or lock outs, riot, epidemic, fire, flood or earthquake, and which directly causes the Affected Party to be unable to comply with all or a material part of its obligations under this Agreement;

“**Financial Mechanism**” means the financial mechanism set out in Schedule 6 (Financial Mechanism);

"**FOIA**" means the Freedom of Information Act 2000;

“**Full Member**” has the meaning set out in clause 7.1 and Schedule 11;

"**Guidance**" means any applicable health or social care guidance, guidelines, direction or determination, framework, code of practice, standard or requirement to which a Party has a duty to have regard (and whether specifically mentioned in this Agreement or not), to the extent that the same are published and publicly available or the existence or contents of them have been notified to the Party by another Party and/or any relevant Regulatory or Supervisory Body;

"**Health Research Authority**" means the executive non-departmental public body sponsored by the Department of Health and Social Care which protects and promotes the interests of patients and the public in health and social care research;

"**IG Guidance for Serious Incidents**" means NHS Digital’s Checklist Guidance for Reporting, Managing and Investigating Information Governance Serious Incidents Requiring Investigation dated June 2013, available at: https://www.igt.hscic.gov.uk/KnowledgeBaseNew/HSCIC%20IG%20SIRI%20%20Checklist%20Guidance%20V2%200%201st%20June%202013.pdf;

“**Improvement**” means any improvement, enhancement or modification to the Intellectual Property of a Provider which cannot be used independently of the Intellectual Property of a Provider;

"**Indemnity Arrangement**" means either:

(a) a policy of insurance;

(b) an arrangement made for the purposes of indemnifying a person or organisation; or

(c) a combination of (a) and (b);

"**Information Commissioner**" means the independent authority established to uphold information rights in the public interest, promoting openness by public bodies and data privacy for individuals ico.org.uk and any other relevant data protection or supervisory authority recognised pursuant to Data Protection Legislation;

"**Information Governance Breach**" means an information governance serious incident requiring investigation, as defined in IG Guidance for Serious Incidents;

"**Initial Term**" the period from and including the Commencement Date until 31st March 2022.

"**Insolvency Event**" means the occurrence of any of the following events in respect of a Party:

(a) where the Provider is or is deemed for the purposes of any Law to be, unable to pay its debts or insolvent;

(b) where a Provider admits its inability to pay its debts as they fall due;

(c) the value of the Provider's assets being less than its liabilities taking into account contingent and prospective liabilities;

(d) the relevant entity suspending payments on any of its debts or announces an intention to do so;

(e) where, by reason of actual or anticipated financial difficulties, a Provider commences negotiations with creditors generally with a view to rescheduling any of its indebtedness;

(f) where a Provider suspends, or threatens to suspend, payment of its debts (whether principal or interest) or is deemed to be unable to pay its debts within the meaning of Section 123(1) of the Insolvency Act 1986;

(g) a moratorium is declared in respect of any Provider's indebtedness;

(h) the suspension of payments, a moratorium of any indebtedness, winding-up, dissolution, administration, (whether out of court or otherwise) or reorganisation (by way of voluntary arrangement, scheme of arrangement or otherwise) of the Provider;

(i) a composition, assignment or arrangement with any creditor of any member of the Provider;

(j) the appointment of a liquidator, trustee in bankruptcy, judicial custodian, compulsory manager, receiver, administrative receiver, administrator or similar officer (in each case, whether out of court or otherwise) in respect of the Provider or any of its assets;

(k) a resolution of the Provider or its directors is passed to petition or apply for the Relevant entity's winding-up or administration;

(l) the Provider's directors giving written notice of their intention to appoint a liquidator, trustee in bankruptcy, judicial custodian, compulsory manager, receiver, administrative receiver, or administrator (whether out of court of otherwise);

(m) where a Provider takes any steps in connection with proposing a company voluntary arrangement or a company voluntary arrangement is passed in relation to it, or it commences negotiations with all or any of its creditors with a view to rescheduling any of its debts;

(n) where a Provider has any steps taken by a secured lender to obtain possession of the property on which it has security or otherwise to enforce its security;

(o) where a Provider has any distress, execution or sequestration or other such process levied or enforced on any of its assets which is not discharged within 14 Business Days of it being levied;

(p) where a Provider has any proceeding taken, with respect to it in any jurisdiction to which it is subject, or any event happens in such jurisdiction that has an effect equivalent or similar to any of the events listed above;

(q) where a Party substantially or materially ceases to operate, is dissolved, or is de-authorised;

(r) where a Party is clinically and/or financially unsustainable as a result of any clinical or financial intervention or sanction by the regulator responsible for its independent regulation or the Secretary of State and which has a material adverse effect on the delivery of the Services; and/or

(s) a trust special administrator is appointed over a Party under the National Health Service Act 2006 or a future analogous event occurs

"**Integration Objective(s)**" means the objective(s) set out in clause 5.1;

"**Integration Principles**" means has the meaning set out in clause 6.1 (Integration Principles);

"**Intellectual Property**" means inventions, copyright, patents, database right, trademarks, designs and confidential know-how and any similar rights anywhere in the world whether registered or not, including applications and the right to apply for any such rights;

"**Law**": means

(a) any applicable statute or proclamation or any delegated or subordinate legislation or regulation;

(b) any applicable judgment of a relevant court of law which is a binding precedent in England and Wales;

(c) Guidance; and

(d) any applicable code,

in each case in force in England and Wales;

"**Local Healthwatch**" means an organisation established under section 222 of the Local Government and Public Involvement in Health Act 2007;

"**Mandatory Variation**" means any Variation in the scope of the Services which the Commissioners are required to implement by reason of a change in Law or applicable

health or social care guidance, direction, standard or requirement to which the Commissioners have a duty to have regard;

"**Monitor**" or "**NHS Improvement**" means the corporate body known as Monitor provided by section 61 of the Health and Social Care Act 2012;

"**Misappropriation**" means any use of the payments made under this Agreement for matters unrelated to the provision of the Services;

"**National Data Guardian**" means the body which advises and challenges the health and care system to help ensure that citizens' confidential information is safeguarded securely and used properly:

https://www.gov.uk/government/organisations/national-data-guardian;

and its predecessor body the Independent Information Governance Oversight Panel;

"**NHS Digital**" means the Health and Social Care Information Centre https://digital.nhs.uk/;

"**NHS England**" means the National Health Service Commissioning Board established by section 1H of the NHS Act 2006, also known as NHS England;

"**NHS Serious Incident Framework**" NHS England's serious incident framework, available at: https://improvement.nhs.uk/resources/serious-incident-framework/;

"**Oldham Health and Care System Board**" or "**System Board** " means the board established pursuant to clause 7;

"**Oldham Integrated Delivery Board**" or **Delivery Board**" means the board established pursuant to clause 7;

"**Outcomes**" means the outcomes set out in Schedule 5 (Outcomes: Monitoring and Measuring);

"**Party/Parties**" has the meaning set out in Schedule 1;

"**Patient Safety Incident**" means any unintended or unexpected incident that occurs in respect of a Service User, during and as a result of the provision of the Services, that could have led, or did lead to, harm to that Service User;

"**Procurement Law**" means the Public Contract Regulations 2015 and the National Health Service (Procurement, Patient Choice and Competition) (No 2) Regulations 2013 and other such procurement Law as shall apply to any of the Parties;

"**Provider**" has the meaning set out in Schedule 1;

"**Public Health England**" means an executive agency of the Department of Health and Social Care established under the Health and Social Care Act 2012;

"**Rectification Meeting**" has the meaning set out in clause 18.4;

"**Rectification Notice**" means a notice issued by the System Board pursuant to clause 18.4 which sets out the actions or directions that the Defaulting Party needs to take to address any failure to meet its obligations under this Agreement;

"**Regulatory or Supervisory Body**" means any statutory or other body having authority to issue guidance, standards or recommendations with which the relevant Party and/or staff must comply or to which it or they must have regard;

"**Reserved Matters**" means each of the matters listed in clause 9;

"**Section 75 Agreement**" means any agreement entered into by any of the Parties under section 75 of the National Health Service Act 2006;

"**Serious Incident**" has the meaning given to it in the NHS Serious Incident Framework;

"**Service User**" means the people that live in Oldham and are in receipt of the Services;

"**Services**" means the services identified in Schedule 10 (Scope of the Services) as being in scope and provided by any of the Providers pursuant to their Services Contracts and as amended from time to time in accordance with clause 21 (Variation Procedure);

"**Services Contracts**" means a contract entered into by the CCG and/or the Council and a Provider for the provision of Services, and references to a Services Contract include all or any one of those contracts as the context requires;

"**Term**" means the Initial Term and any Extended Term;

"**TUPE**" means the Transfer of Undertakings (Protection of Employment) Regulations 2006 and EC Council Directive 77/187; and

"**Variation**" means any alteration of or change to this Agreement;

"**Variation Procedure**" means the variation mechanism set out in clause 21(Variation Procedure);

"**Workstreams**" means those workstreams identified in Schedule 3.

Schedule 3

WORKSTREAMS

1 Shared estates strategy

1.1 How the current premises of the Parties can be used to deliver the Services more effectively.

2 Shared workforce development strategy

2.1 How to foster a degree of 'togetherness' and respect for working together.

3 Health and care needs assessment

3.1 How We will work together to develop and maintain a thorough and up to date needs assessment of services users.

4 Co-ordinated delivery of the Services

4.1 How to provide the Services in an integrated and effective way.

5 Primary care

5.1 The extent and nature of interaction with primary medical services contractors or wider primary care organisations providing NHS services relating to the delivery of Services.

6 Shared Information

6.1 Development and maintenance of a shared care record and understanding each other's information sharing protocols, which should include detail on locally-agreed data quality standards.

7 Alignment of systems and technology

7.1 How to gain efficiencies and work towards developing appropriate data sharing protocols.

8 Stratification of the population

8.1 Development of systems and processes to enable identification and prediction of the health and care needs of the people of Oldham and unwarranted variations in delivery and outcomes of health and care service.

9 Healthy life-styles

9.1 Development of strategies to engage with and support the people of Oldham taking increased responsibility for managing their own health, wellbeing and care and adopting healthy lifestyles.

10 Standards of care and system quality

10.1 Development of policies, processes, procedures and frameworks to ensure that quality surveillance and service improvement is undertaken at an open, collaborative system level.

Schedule 4

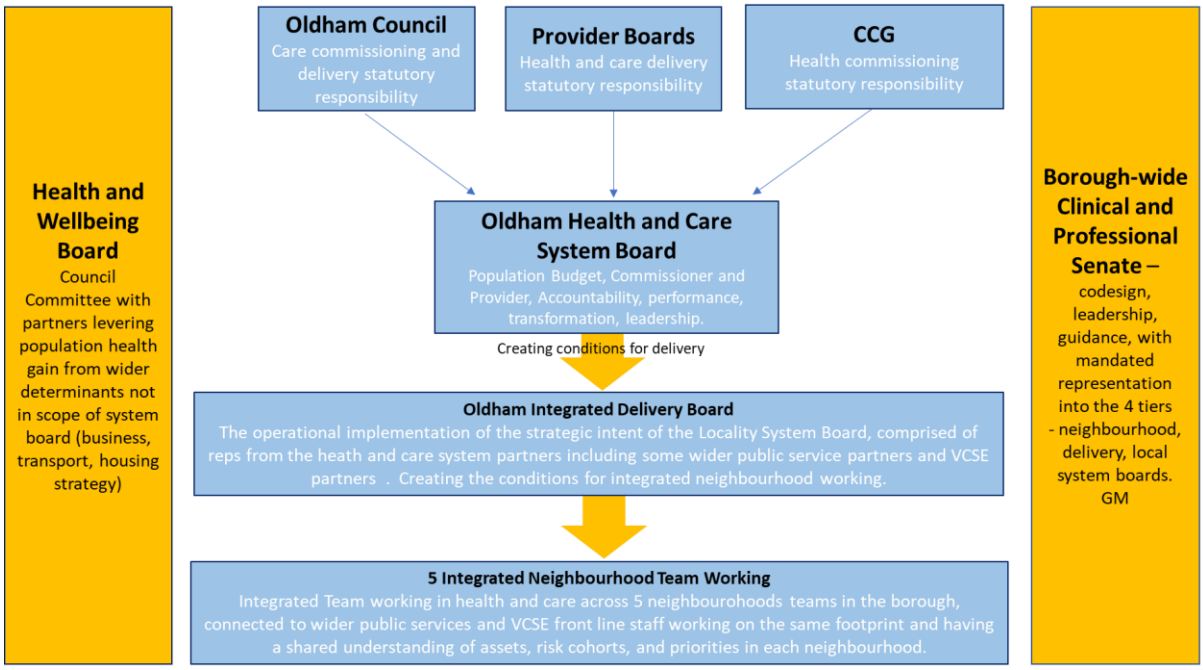
GOVERNANCE

This Schedule 4 sets out the governance arrangements for Oldham Cares under this Agreement.

April 2021 – March 2022

The diagram below summarises the governance structure which the Parties have agreed to establish and operate from the Commencement Date, to provide oversight of the development and implementation of the Oldham Cares approach and the arrangements under this Agreement.

The 2021/22 financial year gives a period where "shadow" arrangements will be put into place, allowing the right culture to grow and the refinement and development of the working arrangements.



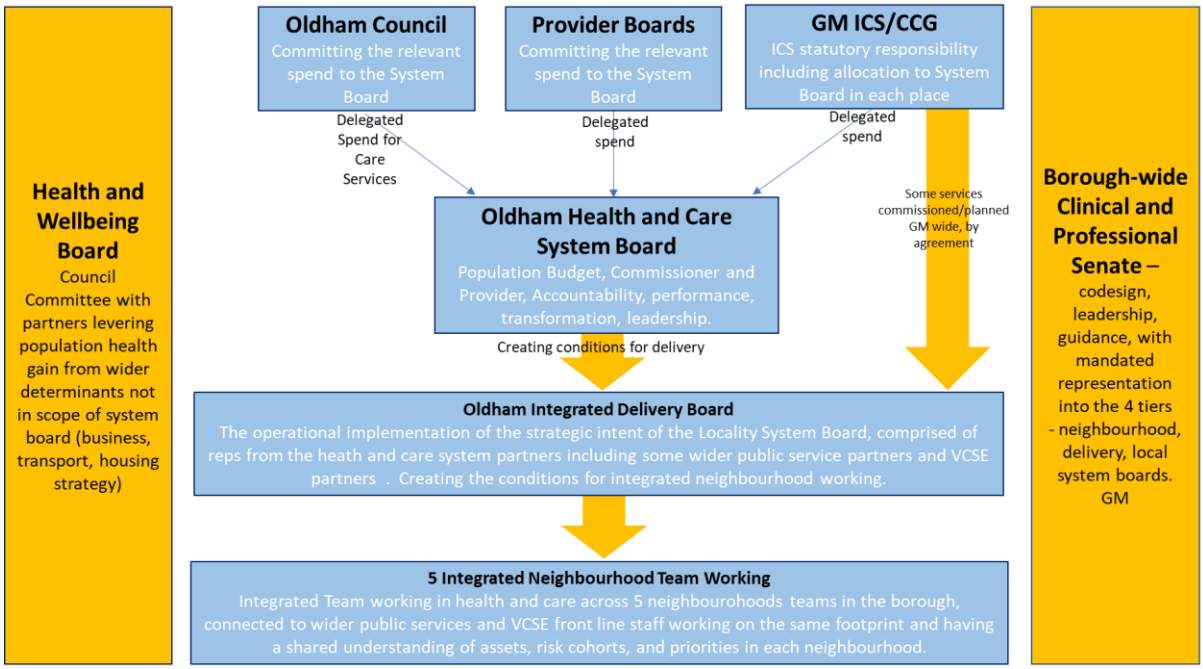
It is expected that a range of development work will need to be established to ready the local Oldham health and care system for both its formal shadow arrangements and the implementation of the new NHS system from 1 April 2022 onwards, subject to the awaited legislation and revised statute. With that in mind the following working group areas will be established for the specific development of the Oldham Health and Care System Board.

Working Group
Future commissioning arrangements

Integration agreement & system governance
System quality assurance model
Financial model and payment mechanisms
Clinical leadership model

April 2022 onwards

The diagram below summarises the governance structure which the Parties anticipate will apply from April 2022 assuming this Agreement is extended. In the main this reflects the move of NHS Oldham CCG's statutory duties to Greater Manchester Integrated Care System.



It is expected that the following groups and boards will report to the Delivery Board, and will take responsibility for the more detailed oversight and progress of specific transformation, recovery and response areas:

Group/Board
Community & Place Based Health & Care
Urgent care delivery board
Discharge and enablement group
Primary care development group
Outpatient transformation
Early Intervention & Prevention group
Mental health group
Workforce group
Communications & engagement group
IM&T / Digital group

Financial sustainability group **(including Directors of Finance)**
Estates group
Adult social care transformation group

This Schedule also contains the terms of reference for the Oldham Health and Care System Board (Part 1) and the Oldham Integrated Delivery Board (Part 2).

PART 1 - OLDHAM HEALTH AND CARE SYSTEM BOARD "SYSTEM BOARD" – TERMS OF REFERENCE

1 Purpose

1.1 The Oldham Health and Care System Board ("System Board") has been established to provide strategic direction to Oldham Cares, to manage risk and to hold to account the Delivery Board for the performance of Oldham Cares such that it achieves the objectives set for it.

1.2 It will specifically oversee this Agreement, which is a framework for integrated working across health and care binding partners to the collaborative principles and the delivery of agreed integration objectives.

2 Status and authority

2.1 Oldham Cares is established by the Parties, who remain sovereign organisations, to provide a financial and governance framework for the delivery of the Services. Oldham Cares is not a separate legal entity, and as such is unable to take decisions separately from the Parties or bind its Parties; nor can one or more Parties 'overrule' any other Party on any matter (although all Parties will be obliged to comply with the terms of the Agreement).

2.2 The Agreement establishes the System Board to lead Oldham Cares on behalf of the Parties. As a result of the status of Oldham Cares the System Board is unable in law to bind any Party but it will set ambition, strategy, outcomes for the system with the aim of reaching consensus among the Parties.

2.3 The System Board will function through engagement between its members so that each Party makes a decision in respect of, and expresses its views about, each matter considered by the System Board. The decisions of the System Board will, therefore, be the decisions of the Parties, the mechanism for which will be authority delegated by the Parties to their representatives on the System Board.

2.4 Each Party will delegate to its representative on the System Board such authority as is agreed to be necessary in order for the System Board to function effectively in discharging the duties within these Terms of Reference. The Parties will ensure that each of their representatives has equivalent delegated authority. Authority delegated by the Parties will be defined in writing and agreed by the Parties, and will be

recognised to the extent necessary in the Parties' own schemes of delegation (or similar).

2.5 The Parties will ensure that the System Board members understand the status of the System Board and the limits of the authority delegated to them.

3 Responsibilities

3.1 The System Board will:

3.1.1 ensure alignment of all organisations to the Oldham ICP vision and objectives;

3.1.2 ensure commitment to the Integration Principles and Integration Objectives amongst all Parties;

3.1.3 formulate, agree and ensure that implementation of strategies for achieving the Integration Objectives and the management of Oldham Cares;

3.1.4 discuss strategic issues and resolve challenges such that the Integration Objectives can be achieved;

3.1.5 respond to changes in the operating environment, including in respect of national policy or regulatory requirements, which impact upon Oldham Cares or any Parties to the extent that they affect the Parties' involvement in Oldham Cares;

3.1.6 agree policy as required;

3.1.7 agree performance outcomes/targets for Oldham Cares such that it achieves the Integration Objectives;

3.1.8 review the performance of Oldham Cares, holding the Delivery Board to account, and determine strategies to improve performance or rectify poor performance;

3.1.9 ensure that the Delivery Board identifies and manages the risks associated with Oldham Cares, integrating where necessary with the Parties' own risk management arrangements;

3.1.10 generally ensure the continued effectiveness of Oldham Cares, including by managing relationships between the Parties and between Oldham Cares and its stakeholders;

3.1.11 ensure that Oldham Cares accounts to relevant regulators and other stakeholders through whatever means are required by such regulators or are determined by the System Board, including, to the extent relevant, integration with communications and accountability arrangements in place within the Parties;

3.1.12 address any actual or potential conflicts of interests which arise for members of the System Board or within Oldham Cares generally, in accordance with a protocol to be agreed between the Parties (such protocol to be consistent with the Parties' own arrangements in respect of declaration and conflicts of interests, and compliant with relevant statutory duties);

3.1.13 oversee the implementation of, and ensure the Parties' compliance with, this Agreement and all other Services Contracts;

3.1.14 review the governance arrangements for Oldham Cares at least annually.

4 Duties

4.1 The System Board will:

4.1.1 set strategic direction and approve system health and care strategies;

4.1.2 align political, clinical and managerial leadership;

4.1.3 allocate and oversee high level resources across the NHS and local authority;

4.1.4 agree transformation plans and oversee system delivery of those plans;

4.1.5 form and lead Oldham's strategic relationship with the Greater Manchester Integrated Care System;

4.1.6 ensure achievement of set outcomes and ambitions;

4.1.7 lead strategic delivery of health and care at neighbourhood level;

4.1.8 lead local workforce and estates planning.

5 Accountability

5.1 The System Board is accountable to the Parties and their statutory Boards, but will also working alongside the local Commissioning Partnership Board, and the statutory Health and Wellbeing Board and safeguarding Boards.

5.2 The minutes of the System Board will be sent to the Parties within 7 days.

5.3 The minutes will be accompanied by a report on any matters which the Chair considers to be material. It will also address any minimum content for such reports agreed by the Parties.

6 Membership and Quorum

6.1 The members of the System Board will be each of the following:

6.1.1 **NHS Oldham Clinical Commissioning Group**

6.1.2 **Oldham Metropolitan Borough Council**

6.1.3 **Northern Care Alliance NHS Group**

6.1.4 **Pennine Care NHS Foundation Trust**

who will be full voting members (one vote per member).

6.2 Each member will be represented by a statutory representative appointed by the respective organisation.

6.3 Other named persons agreed by the Board may attend meetings of the System Board as observers but will not participate in decisions.

6.4 Other members/attendees may be co-opted as necessary.

6.5 The System Board will be quorate if two thirds of its members are present, subject to the members present being able to represent the views and decisions of the Parties who are not present at any meeting. Where a member cannot attend a meeting, the member can nominate a named deputy to attend. Deputies must be able to contribute and make decisions on behalf of the Party that they are representing. Deputising arrangements must be agreed with the Chair prior to the relevant meeting.

6.6 The System Board will be chaired by OMBC Cabinet Lead for Health and Social Care (the "Chair"). The Board will also nominate a Deputy Chair.

6.7 Where the Chair is absent, the Deputy Chair will take on the role of the Chair.

7 Conduct of Business

7.1 Meetings will be held monthly.

7.2 The agenda will be developed in discussion with the Chair. Circulation of the meeting agenda and papers via email will take place one week before the meeting is scheduled to take place. In the event members wish to add an item to the agenda they need to notify Council Democratic Services who will confirm this will the Chair accordingly.

7.3 At the discretion of the Chair business may be transacted through a teleconference or videoconference provided that all members present are able to hear all other parties and where an agenda has been issued in advance.

7.4 At the discretion of the Chair a decision may be made on any matter within these Terms of Reference through the written approval of every member, following circulation to every member of appropriate papers and a written resolution. Such a decision will be as valid as any taken at a quorate meeting but will be reported for information to, and will be recorded in the minutes of, the next meeting.

8 Decision Making and Voting

8.1 The System Board will aim to achieve consensus for all decisions of the Parties.

8.2 To promote efficient decision making at meetings of the System Board it will develop and approve detailed arrangements through which proposals on any matter will be developed and considered by the Parties with the aim of reaching a consensus. These arrangements will address circumstances in which one or more Parties decides not to adopt a decision reached by the other Parties.

9 Conflicts of Interests

9.1 The members of the System Board must refrain from actions that are likely to create any actual or perceived conflicts of interests.

9.2 The System Board will develop and approve a protocol for addressing actual or potential conflicts of interests among its members (and those of the Delivery Board).

The protocol will at least include arrangements in respect of declaration of interests and the means by which they will be addressed. It will be consistent with the Parties' own arrangements in respect of conflicts of interests, and any relevant statutory duties.

10 Confidentiality

10.1 Information obtained during the business of the System Board must only be used for the purpose it is intended. Particular sensitivity should be applied when considering financial, activity and performance data associated with individual services and institutions. The main purpose of sharing such information will be to inform new service models and such information should not be used for other purposes (e.g. performance management, securing competitive advantage in procurement).

10.2 Members of the System Board are expected to protect and maintain as confidential any privileged or sensitive information divulged during the work of Oldham Cares. Where items are deemed to be privileged or particularly sensitive in nature, these should be identified and agreed by the Chair. Such items should not be disclosed until such time as it has been agreed that this information can be released.

11 Support

11.1 Support to the System Board will be provided as part of a programme management approach.

11.2 The programme structure and supporting work groups will be developed and agreed as part of the System Board work plan.

12 Review

12.1 These System Board terms of reference will be formally reviewed annually.

12.2 When changes to these terms are amended, agreed and ratified by this Board, they shall have effect as if incorporated into this Agreement.

PART 2 - OLDHAM INTEGRATED DELIVERY BOARD "DELIVERY BOARD" – TERMS OF REFERENCE

1 Purpose

1.1 The Delivery Board has been established to manage Oldham Cares, particularly in respect of the delivery of plans to achieve the Integration Objectives and strategies agreed by the "System Board" and to manage performance and risk.

2 Status and authority

2.1 Oldham Cares is established by the Parties, who remain sovereign organisations, to provide a financial and governance framework for the delivery of the Services. Oldham Cares is not a separate legal entity, and as such is unable to take decisions separately from the Parties or bind its Parties; nor can one or more Parties 'overrule' any other Party on any matter (although all Parties will be obliged to comply with the terms of the Agreement).

2.2 The Agreement establishes the Delivery Board to manage Oldham Cares on behalf of the Parties. As a result of the status of Oldham Cares the Delivery Board is unable in law to bind any Party however the Parties will aim to reach consensus.

2.3 The Delivery Board will function through engagement between its members so that each Party makes a decision in respect of, and expresses its views about, each matter considered by the Delivery Board. The decisions of the Delivery Board will, therefore, be the decisions of the Parties, the mechanism for which will be authority delegated by the Parties to their representatives on the System Board.

2.4 Each Party will delegate to its representative on the Delivery Board such authority as is agreed to be necessary in order for the Delivery Board to function effectively in discharging the duties within these Terms of Reference. The Parties will ensure that each of their representatives has equivalent delegated authority. Authority delegated by the Parties will be defined in writing and agreed by the Parties, and will be recognised to the extent necessary in the Parties' own schemes of delegation (or similar).

2.5 The Parties will ensure that the Delivery Board members understand the status of the Delivery Board and the limits of the authority delegated to them.

3 Responsibilities

3.1 The Delivery Board will:

3.1.1 ensure commitment to the Integration Principles and Integration Objectives amongst all Parties (as per this Agreement);

3.1.2 implement strategies agreed by the System Board to achieve the Integration Objectives (as per this Agreement);

3.1.3 identify and escalate to the System Board strategic issues and resolve challenges such that the Integration Objectives can be achieved;

3.1.4 implement decisions of the System Board in response to changes in the operating environment, including in respect of national policy or regulatory requirements, which impact upon Oldham Cares or any Parties to the extent that they affect the Parties' involvement in Oldham Cares;

3.1.5 manage the performance, effectiveness and efficiency of Oldham Cares, accounting to the System Board in this respect;

3.1.6 identify and manage the risks associated with Oldham Cares, integrating where necessary with the Parties' own risk management arrangements;

3.1.7 implement arrangements through which Oldham Cares accounts to relevant regulators and other stakeholders through whatever means are required by such regulators or are determined by the System Board, including, to the extent relevant, integration with communications and accountability arrangements in place within the Parties; and

3.1.8 address any actual or potential conflicts of interests which arise for members of the Delivery Board or within Oldham Cares generally, in accordance with a protocol to be agreed between the Parties (such protocol to be consistent with the Parties' own arrangements in respect of declaration and conflicts of interests, and compliant with relevant statutory duties).

4 Duties

4.1 The Delivery Board will:

4.1.1 agree the work programme and coordinate programmes of transformation work to deliver the agreed health and care locality plan;

4.1.2 oversee and ensure the timely and effective delivery of those work programmes via its specific sub-boards and sub-groups;

4.1.3 receive progress reports from its specific sub-boards and sub-groups and workstream leads;

4.1.4 ensure that key recovery, response and resilience actions are agreed and delivered;

4.1.5 receive quality, safety and safeguarding surveillance information and agree actions accordingly;

4.1.6 instruct and oversee health and care service improvements;

4.1.7 oversee the development of clinical pathways, and approve those pathways, as appropriate;

4.1.8 ensure due regard is given to equity, equality and diversity and also wider health inequality impacts and implications throughout;

4.1.9 ensure due regard is given to the voice and lived experiences of communities, patients and the public throughout; and

4.1.10 approve relevant policies, procedures and processes.

5 Accountability

5.1 The Delivery Board is accountable to the System Board.

5.2 The minutes of the Delivery Board will be sent to the System Board within 7 days.

5.3 The minutes will be accompanied by a report on any matters which the Chair considers to be material. It will also address any minimum content for such reports agreed by the System Board.

6 Membership and Quorum

6.1 The members of the Delivery Board will be each of the following:

6.1.1 **NHS Oldham Clinical Commissioning Group**

6.1.2 **Oldham Metropolitan Borough Council**

6.1.3 **Northern Care Alliance NHS Group**

6.1.4 **Pennine Care NHS Foundation Trust**

who will be full voting members (one vote per member).

6.2 Each member will be represented by an individual appointed by the respective organisation.

6.3 The Clinical Directors of Oldham's Primary Care Networks will be asked to attend the meetings as non-voting participants due to their key input to the Oldham health and care system.

6.4 A representative from MioCare Group CIC will be asked to attend the meetings as non-voting participants due to their key input to the Oldham health and care system.

6.5 Clinical, professional and managerial leads from transformation workstreams, and clinical, professional and managerial leads from sub-groups of the Board will be asked to attend the meetings as non-voting participants due to their key input to the Oldham health and care system.

6.6 Representatives from other sectors will be asked to the meetings as non-voting participants due to their key input to the Oldham health and care system. These will include, but are not limited to, Healthwatch and Action Together.

6.7 Other attendees may be co-opted as necessary.

6.8 The Delivery Board will be quorate if two thirds of its members are present, subject to the members present being able to represent the views and decisions of the Parties who are not present at any meeting.

6.9 Where a member cannot attend a meeting, the member can nominate a named deputy to attend. Deputies must be able to contribute and make decisions on behalf of the Party that they are representing. Deputising arrangements must be agreed with the Chair prior to the relevant meeting.

6.10 The Delivery Board will be chaired by the Lay Chair of NHS Oldham Clinical Commissioning Group (the "Chair").

6.11 Where the Chair is absent, the Chair will appoint a Deputy Chair.

7 Conduct of Business

7.1 Meetings will be held weekly.

7.2 The agenda will be developed in discussion with the Chair. Circulation of the meeting agenda and papers via email will take place one week before the meeting is scheduled to take place. In the event members wish to add an item to the agenda they need to notify Council Democratic Services who will confirm this will the Chair accordingly.

7.3 At the discretion of the Chair business may be transacted through a teleconference or videoconference provided that all members present are able to hear all other parties and where an agenda has been issued in advance.

7.4 At the discretion of the Chair a decision may be made on any matter within these Terms of Reference through the written approval of every member, following circulation to every member of appropriate papers and a written resolution. Such a decision will be as valid as any taken at a quorate meeting but will be reported for information to, and will be recorded in the minutes of, the next meeting.

8 Decision Making and Voting

8.1 The Delivery Board will aim to achieve consensus for all decisions of the Parties.

8.2 To promote efficient decision making at meetings of the Delivery Board it will develop and approve detailed arrangements through which proposals on any matter will be developed and considered by the Parties with the aim of reaching a consensus. These arrangements will address circumstances in which one or more Parties decides not to adopt a decision reached by the other Parties.

9 Conflicts of Interests

9.1 The members of the Delivery Board must refrain from actions that are likely to create any actual or perceived conflicts of interests.

9.2 The Delivery Board will adopt and comply with the protocol for addressing conflicts of interests as approved by the System Board.

10 Confidentiality

10.1 Information obtained during the business of the Delivery Board must only be used for the purpose it is intended. Particular sensitivity should be applied when considering financial, activity and performance data associated with individual services and institutions. The main purpose of sharing such information will be to inform new service models and such information should not be used for other purposes (e.g. performance management, securing competitive advantage in procurement).

10.2 Members of the Delivery Board are expected to protect and maintain as confidential any privileged or sensitive information divulged during the work of Oldham Cares. Where items are deemed to be privileged or particularly sensitive in nature, these should be identified and agreed by the Chair. Such items should not be disclosed until such time as it has been agreed that this information can be released.

11 Support

11.1 Support to the Delivery Board will be provided as part of a programme management approach.

11.2 The programme structure and supporting work groups will be developed and agreed as part of the Delivery Board work plan.

12 Review

12.1 These Delivery Board terms of reference will be formally reviewed annually.

12.2 When changes to these terms are amended, agreed and ratified by this Board, they shall have effect as if incorporated into this Agreement.

Schedule 5

OUTCOMES: MONITORING AND MEASURING

The Parties intend to track their collective progress. The Parties have adopted the aims from the operational plan (set out below) for the period up to April 2022 whilst the system remains in recovery mode. The intention is to work towards building a set of measurable outcomes as Oldham Cares develops and matures.

Outcomes

A. Supporting the health and wellbeing of staff and taking action on recruitment and retention

    1. Looking after our people and helping them to recover
    2. Belonging in the NHS and addressing inequalities
    3. Embed new ways of working and delivering care
    4. Grow for the future

B. Delivering the NHS COVID vaccination programme and continuing to meet the needs of patients with COVID-19

C. Building on what we have learned during the pandemic to transform the delivery of services, accelerate the restoration of elective and cancer care and manage the increasing demand on mental health services

    1. Maximise elective activity, taking full advantage of the opportunities to transform the delivery of services
    2. Restore full operation of all cancer services
    3. Expand and improve mental health services and services for people with a learning disability and/or autism
    4. Deliver improvements in maternity care, including responding to the recommendations of the Ockenden review

D. Expanding primary care capacity to improve access, local health outcomes and address health inequalities

    1. Restoring and increasing access to primary care services

2. Implementing population health management and personalised care approaches to improve health outcomes and address health inequalities

E. Transforming community and urgent and emergency care to prevent inappropriate attendance at emergency departments, improve timely admission to hospital for ED patients and reduce length of stay

    1. Transforming community services and improve discharge

    2. Ensuring the use of NHS111 as the primary route to access urgent care and the timely admission of patients to hospital who require it from emergency departments

F. Working collaboratively across systems to deliver on these priorities

    1. Effective collaboration and partnership working across systems

    2. Develop local priorities that reflect local circumstances and health inequalities

    3. Develop the underpinning digital and data capability to support population-based approaches

    4. Develop ICSs as organisations to meet the expectations set out in Integrating Care

    5. Implement ICS-level financial arrangements

Schedule 6

FINANCIAL MECHANISM



Financial
Framework for Oldh

Schedule 7

CONFIDENTIAL INFORMATION OF THE PARTIES

1 CONFIDENTIAL INFORMATION OF THE PARTIES

1.1 We will, except as permitted by this Schedule 7, keep confidential any Confidential Information disclosed to any one of Us by any Party in connection with this Agreement, and We will use all reasonable endeavours to prevent staff in Our organisations from making any disclosure to any person of that information.

1.2 Paragraph 1.1 will not apply to disclosure of information that:

1.2.1 is in or comes into the public domain other than by breach of this Agreement;

1.2.2 the receiving Party can show by its records was in its possession before it received it from the disclosing Party; or

1.2.3 the receiving Party can prove it obtained or was able to obtain from a source other than the disclosing Party without breaching any obligation of confidence.

1.3 A Party may disclose the other Party's Confidential Information:

1.3.1 to comply with applicable Law;

1.3.2 to comply with government policy in relation to transparency

1.3.3 to any appropriate Regulatory or Supervisory Body;

1.3.4 in connection with any dispute resolution or litigation between the Parties;

1.3.5 as permitted under any other express arrangement or other provision of this Agreement; ; and

1.3.6 where the disclosing Party is a Commissioner, to NHS bodies for the purposes of carrying out their duties.

Schedule 8

FREEDOM OF INFORMATION AND TRANSPARENCY

1 Freedom of Information and Transparency

1.1 We acknowledge that certain Parties are subject to the requirements of FOIA and EIR. We will assist and co-operate with each Party to enable it to comply with its disclosure obligations under FOIA and EIR. We agree:

1.1.1 that this Agreement and any other recorded information held by any of Us for the purposes of this Agreement are subject to the obligations and commitments of the Parties that are subject to the FOIA and EIR;

1.1.2 that the decision on whether any exemption under FOIA or exception under EIR applies to any information is a decision solely for the Party to whom a request for information is addressed;

1.1.3 that where a Party receives a request for information relating to this Agreement, it will liaise with the System Board as to the contents of any response before a response to a request is issued and will promptly (and in any event within 2 Business Days) provide a copy of the request and any response to the System Board;

1.1.4 that where a Party receives a request for information and the Party is not itself subject to FOIA or as applicable EIR, it will not respond to that request (unless directed to do so by the Party to whom the request relates) and will promptly (and in any event within 2 Business Days) transfer the request to the System Board;

1.1.5 that any Party, acting in accordance with the codes of practice issued and revised from time to time under both section 45 of FOIA and regulation 16 of EIR, may disclose information concerning another Party and this Agreement either without consulting with the relevant Party, or following consultation with the Party and having taken its views into account provided always that in the case of information covered by paragraph 9.2 of Part 1 of Schedule 4 the relevant Party(s) and the Chair must be consulted and their views taken into account before any information is disclosed;

1.1.6 that any request for an internal review or correspondence with the Information Commissioner received by a Party or appeal to the First Tier Tribunal (Information Rights) to which a Party is a party that concerns information covered by paragraph 20 of Part 1 of Schedule 4 must be notified to the relevant Party(s) and the Chair, who must each be consulted and their views taken into account before a formal response is provided;

1.1.7 to assist each Party in responding to a request for information, by processing information or environmental information (as the same are defined in FOIA or EIR) in accordance with a records management system that complies with all applicable records management recommendations and codes of conduct issued under section 46 of FOIA, and providing copies of all information requested by that Party within 5 Business Days of that request and without charge; and

1.1.8 that the System Board and the Delivery Board hold information on behalf of all Parties for the purpose of FOIA and EIR save that any Competition Sensitive Information is held only on behalf of the Provider that provided the information and Oldham Cares.

1.2 We acknowledge that, except for any information which is exempt from disclosure in accordance with the provisions of FOIA, or for which an exception applies under EIR, the content of this Agreement is not Confidential Information.

1.3 Notwithstanding any other term of this Agreement, We consent to the publication of this Agreement in its entirety (including variations), subject only to the redaction of information that is exempt from disclosure in accordance with the provisions of FOIA or for which an exception applies under EIR.

1.4 In preparing a copy of this Agreement for publication the System Board may consult with the Parties to inform decision-making regarding any redactions but the final decision in relation to the redaction of information will be at the System Board's absolute discretion.

1.5 We will assist and cooperate with each other to enable this Agreement to be published.

Schedule 9

DISPUTE RESOLUTION PROCEDURE

1 Avoiding and Solving Disputes

1.1 We commit to working cooperatively to identify and resolve issues to Our mutual satisfaction so as to avoid all forms of dispute or conflict in performing our obligations under this Agreement.

1.2 We believe that:

1.2.1 focusing on our agreed Integration Objectives and Integration Principles;

1.2.2 being collectively responsible for all risks; and

1.2.3 fairly sharing risk and rewards as part of the Financial Mechanism,

reinforces our commitment to avoiding disputes and conflicts arising out of or in connection with this Agreement.

1.3 A Party must promptly notify all other Parties of any dispute or claim or any potential dispute or claim in relation to this Agreement (each a '**Dispute**') when it arises.

1.4 In the first instance the Delivery Board must seek to resolve any Dispute to the mutual satisfaction of each of Us. If the Dispute cannot be resolved by the Delivery Board within 10 Business Days of the Dispute being referred to all the Parties, the Dispute must be referred to the System Board.

1.5 The System Board must deal proactively with any Dispute on a Best for Oldham basis in accordance with this Agreement so as to seek to resolve the Dispute. If the System Board reaches a decision that resolves, or otherwise concludes a Dispute, it will advise each of Us of its decision by written notice.

1.6 If the System Board cannot resolve a Dispute, it may:

1.6.1 Escalate the matter to the Chief Executives / Accountable Officers of each of the Parties in Dispute; or

1.6.2 If all of the Parties in Dispute agree, select an independent facilitator to assist with resolving the Dispute; and the independent facilitator must:

(i) be provided with any information he or she requests about the Dispute;

(ii) assist the Parties in Dispute to work towards a consensus decision in respect of the Dispute;

(iii) regulate his or her own procedure;

(iv) determine the number of facilitated discussions, provided that there will be not less than three and not more than six facilitated discussions, which must take place within 20 Business Days of the independent facilitator being appointed; and

(v) have its costs and disbursements met by the Parties in Dispute.

1.7 If the independent facilitator cannot facilitate the resolution of the Dispute, the Dispute must be escalated to the Chief Executives / Accountable Officers of the Parties in Dispute.

1.8 The Chief Executives / Accountable Officers of the Parties in Dispute must deal proactively with any Dispute on a Best for Oldham basis in accordance with this Agreement so as to seek to resolve the Dispute.

1.9 If, after taking the steps in paragraphs 1.6.1 or 1.8 of this Schedule 9, the Chief Executives / Accountable Officers of the Parties in Dispute are unable to resolve the Dispute then the Parties may decide to:

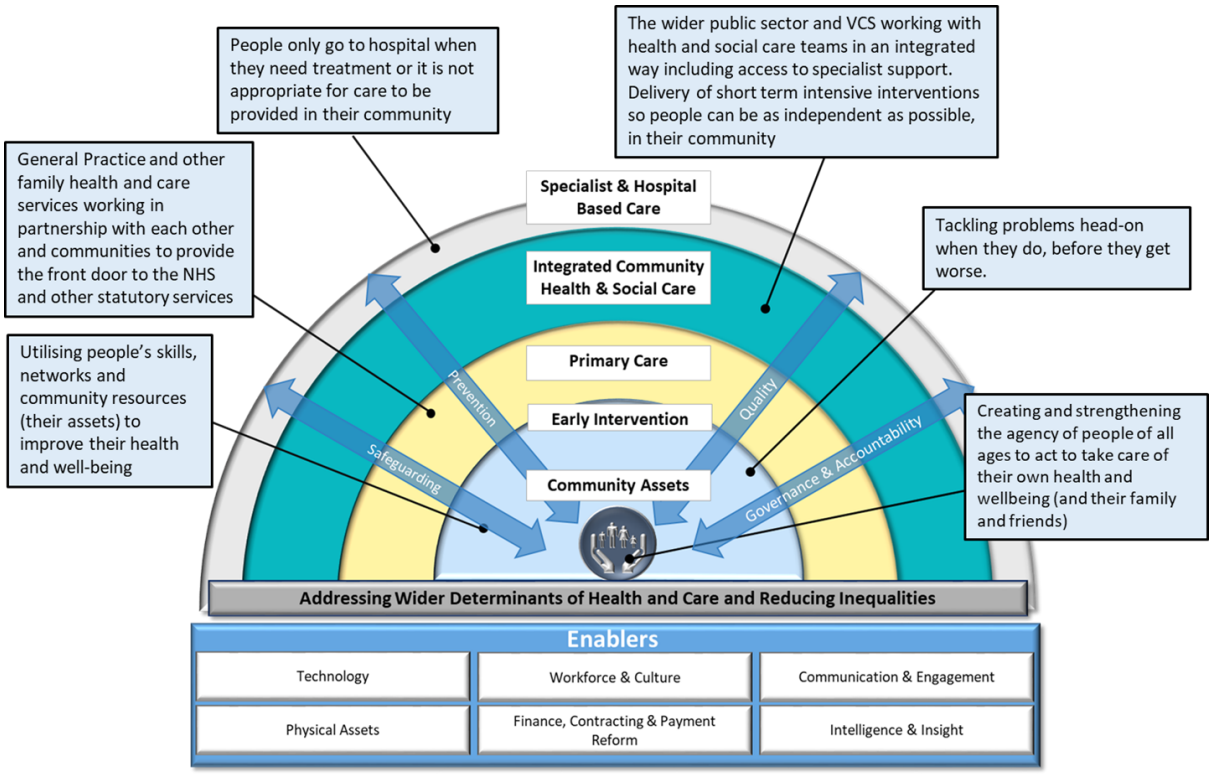
(i) terminate this Agreement; or

(ii) agree that the Dispute need not be resolved.

Schedule 10

SCOPE OF SERVICES

Oldham Cares Model of Care



Services

The attached spreadsheet sets the proposed in-scope Services. The development of the Scope of Services is a work in progress and further work will be completed by the Delivery Board at which point the Scope of Services will be amended in accordance with clause 21 (Variation Procedure).

Scope of services.xlsx

Schedule 11

RIGHTS AND OBLIGATIONS MEMBERS

Full Members

1.1 We agree that a Full Member shall (without limitation to the roles and responsibilities of the Parties):

1.1.1 play an active role in the plans for system transformation and place-based systems of health and care in Oldham;

1.1.2 be entitled to attend and participate in decisions at meetings of the System Board (and We acknowledge that all such Parties and their representatives shall act within the decision making processes of their respective organisations and relevant delegated authority);

1.1.3 be entitled to attend and participate in decisions at meetings of the Delivery Board;

1.1.4 be a part of financial and risk sharing arrangements as referred to in the Financial Mechanism in Schedule 6; and

1.1.5 commit to the Integration Principles at all times.

Associate Members

1.2 We agree that an Associate Member shall (without limitation to the roles and responsibilities of the Parties):

1.2.1 play an active role in the plans for system transformation and place-based systems of health and care in Oldham;

1.2.2 be invited to attend and contribute to all meetings of the System Board but not participate in decisions at such meetings;

1.2.3 be invited to attend and contribute to all meetings of the Delivery Board and all other meetings in the supporting governance structure. The Delivery Board Terms of Reference will confirm whether the Associate Member will participate in decisions of the Delivery Board;

1.2.4 not be a part of financial and risk sharing arrangements as referred to the Financial Mechanism in Schedule 6 and;

1.2.5 commit to the Integration Principles at all times.

Affiliate Members

1.3 We acknowledge that there are other relevant organisations that Oldham Cares will work with and who will have an important role to play in the design and delivery of services aimed at better achieving the Integration Objectives

1.4 We have therefore agreed an additional category of membership of Oldham Cares, namely “Affiliate Member”, which, at the time of the Commencement Date includes the following:

1.4.1 The Clinical Directors of Oldham’s Primary Care Networks (on behalf of general practice within Oldham); and

1.4.2 MioCare Group CIC (a wholly owned company of the Council);

1.5 Whilst an Affiliate Member is not a party to this Agreement they are third parties who share the Integration Principles.

1.6 We agree that Affiliate Members may be invited to attend relevant meetings of the supporting governance structure and/or any other groups tasked with service redesign, including relevant meetings of the System Board and/or the Delivery Board when proposals are discussed.

1.7 Other potential Affiliate Members could include the ambulance service; out of hours providers; other NHS Trusts and Clinical Commissioning Groups; Independent care and voluntary organisations; other District and Borough Councils; housing providers; and the Police and Fire Services.

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Covering Paper on
Oldham System Financial Framework

Executive Summary

The purpose of this paper is to outline and gain agreement to "Oldham System Financial Principles" which have been developed by the Oldham DoFs group and the Oldham System Sustainability Group. The Financial Principles will:

1. underpin the delivery of a recurrent and sustainable financial position for the Oldham "Place" integrated care system, and will form part of the Oldham Integration Agreement;
2. Inform decision making processes; and
3. Ensure that financial investment decisions are made at "Place" rather than at organisational level, subject to delegated decision making and the ability of organisations to delegate such decisions as set out in Section 9.

The framework sets out a series of procedures for the system to follow across the following areas:

- Setting the system's Financial Plan;
- Service changes and associated changes to financial flows
- Openness and Transparency
- Shared Risk and Reward
- Shared Governance and Decision Making

These codify the ways of working in the system but set within the context of the new governance framework that is being agreed.

However, decision making will be as per the Integration Agreement and the Terms of Reference for the system groups within that.

Limitation of Scope

It is noted that ongoing work both at GM and national level may lead to changes to this framework Specifically, the primacy of resource allocation decisions may be mandated at GM "system" level rather than at Oldham "place", limiting the scope of local decision-making

Recommendation

The group is asked to approve the attached Oldham System Financial Principles for inclusion in the Integration Agreement.

Oldham System Financial Framework

1. Background

1.1 Historically, the Oldham health system has contracted for services using the national rules with only minor changes/variations. For most NHS commissioned services this has meant block/capitated payments, except for ROH which was mainly on PbR contracts.

1.2 The NHS Covid financial regime has enforced a shift to block payments for Acute services as well which has resulted in a consistent approach for all providers. However, moving away from PbR has introduced new challenges such as re-aligning finances following service re-designs that increase clinical productivity / effectiveness; streamline patient pathways; and reduce health inequalities.

1.3 Local Authority health and social care service commissioning and expenditure has, where appropriate, complemented NHS spending/provision but operated within the statutory boundaries of the Local Government finance regime subject to the local framework of the Councils Constitution within which are contained the Councils Contract Procedure Rules and Financial Regulations.

1.4 Over the past two years Oldham DoFs have been working together to improve understanding of the different parts of the health and care system through sharing information and taking a joint approach to service changes. This Framework sets out these principles to support and underpin the wider Integration Agreement.

1.5 Many decisions about the design of the financial system have taken place at a national level. However, as key elements of the future NHS evolve – integrated care systems (ICSs), new provider collaboratives, new forms of contracting – many of these decisions will also need to be taken at a more local level.

2. Principles

2.1 The following principles underpin the financial aspects of our joint working:

1. Our overriding financial objective is to deliver a stable system financial position ("Oldham living within its means"), as well as and not solely focussed on, individual organisational success and failure.

   All parties recognise that Oldham is currently spending £90m more than the recurrent funding available long term and have agreed to work together to deliver a long term sustainable financial plan.

2. System working requires system decision making – i.e. system governance with delegated decision making powers from all organisations

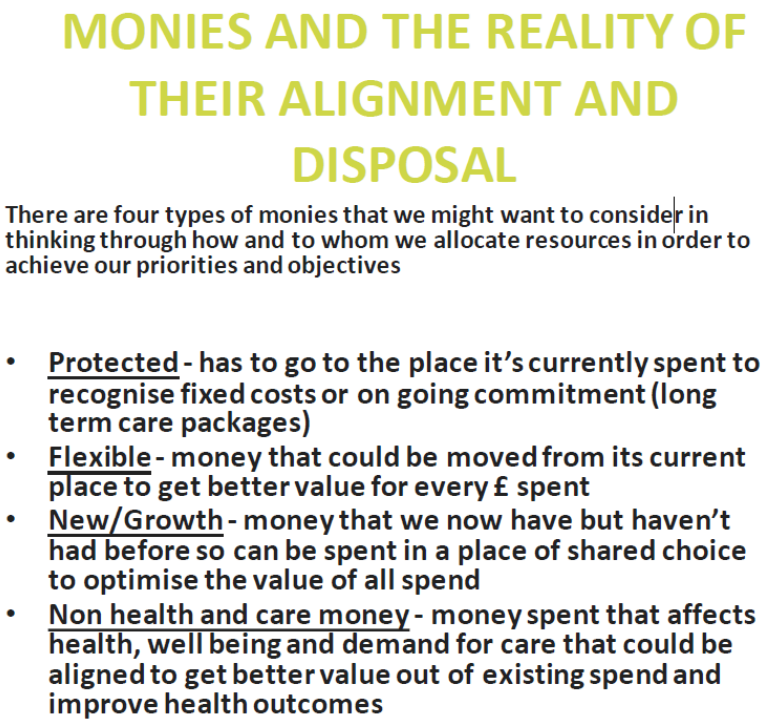
3. Decision making must be informed by clear understanding of the financial implications and funding for each of the partners together with the regulatory framework within which each of the partners operates and the limitations that this may create (mindful that this is an evolving position and may change)

4. Organisations retain freedom to operate and accountability to deliver outcomes within the agreed resources;

5. Each organisation should be fairly funded and seek to manage within those resources within the funding provided; and

6. All organisations agree that funds and resources should be allocated with a focus on reducing health inequalities through a targeted, evidence based approach.

The GM ICS Financial approach is still in development but the following reflects the current thinking regarding how funds would be deployed:



3. Scope of Financial Framework

3.1 It is agreed that this framework should be applied to all budgets across the following areas:

- CCG – all budgets

- ROH / OCO – all budgets
- OMBC – all budgets in scope of Section 75
- PCFT – all Oldham CCG commissioned services

This is based on the current understanding but will be subject to change and development as the system design evolves.

3.2 The initial phase of working will not include services delivered outside of Oldham.

4. Decision making

4.1 All decisions within the scope of the financial framework, with a financial impact will be made at the Oldham System Board in line with its terms of reference, or through such delegation as approved by the Board in line with the regulatory framework within which each of the partners operates and the limitations that this may create (mindful that this is an evolving position and may change).

4.2 Investment/disinvestment decisions will require a business case setting out rationale, timescales, outcomes and benefits. Investments/disinvestments will be reviewed 6 months after implementation to ensure planned outcomes have been achieved.

5. Setting the System Financial Plan

5.1 All organisations remain responsible for setting their own budgets within their own regulatory regimes within financial rules and principles set at a GM level. To reach a balanced budget, it is likely there will need to be an iterative challenge process of Oldham System level conversation to reach defined financial envelopes for each organisation. The Local Authority funding envelope will be subject to the Local Government Finance Settlement, local decision making including local taxation decisions (mindful that the Council cannot delegate the setting of its overall budget).

5.2 The overall funding envelope for each organisation is agreed collectively working through the new Oldham System governance. This envelope will recognise that:-

- Different organisations have different regulatory regimes which must be complied with (including the form and timing of budget decision making and partner/public engagement) and that some Government resources are mandated for specific initiatives and there is no latitude in the utilisation of such resources; and that
- As a system we have historically had a large underlying recurrent financial deficit.

5.3 This is the area in which there is most likely to be rules and guidance provided by nationally and within GM. However, we recognise that historically the NHS has been permissive of local arrangements where all parties are in agreement.

6. Service changes and associated changes to financial flows

6.1 The allocation of finance to support investment will be supported by a business case sponsored by the recipient organisation. It is assumed that the partner organisation will require the assurance of a business case as part of its own governance.

6.2 At system level, each business case will be assessed against system criteria including the reduction of health inequalities; national priorities for investment (e.g. mental health) and benchmarks for productivity, efficiency and outcomes. The development of a business case should set out these parameters and would be required for internal governance within the host organisation.

6.3 Where service pathway changes shift the distribution of responsibilities for patient care between different organisations, then the following principles will be applied to estimate changes to organisational budgets.

6.4 The section below sets out three options for estimating the resource impact on organisations which should be followed to provide the System Board with consistent and equitable financial recommendations.

6.5 Oldham DoFs group will agree which of the three options below is most appropriate for the service change in question. The Oldham DoFs group will be responsible for making a recommendation to the Oldham System Board.

A. <u>Actual cost changes</u>

6.6 Calculated as the changes in costs of the organisation resulting from this service change both directly in delivering the service as well as the support costs. This would include as a minimum staffing, estates, equipment and consumables.

6.7 This method is likely to be most appropriate for Oldham Council, smaller organisations and/or simple/small-scale service changes. For example, changes to services delivered by GP Practices or PCNs.

B. <u>Activity based tariff</u>

6.8 The NHS national pricing tool (PbR) gives prices for all types of activity. Recognising that this is a national tool which calculates an impact across all areas of a provider, including fixed costs such as estate, it would not be appropriate to assume 100% of the costs can be removed where patient flows change and so 50% of tariff should be applied.

6.9 Activity changes should be estimated from proposed pathway at a detailed level using historic activity levels with impacts agreed collectively by the design team, including clinical input.

6.10 There is an expectation that using 50% of the PbR value of the agreed estimated activity impact would be reasonable. This should be considered on a case by case basis for reasonableness.

6.11 This method will only be appropriate for providers where a national tariff figure is available, e.g. ROH/OCO or community elective providers (e.g. Virgin Dermatology service).

C. Detailed cost and/or service line reporting data (only ROH/OCO)

6.12 Given the complexity of the process and the detailed inputs required, this method would only be appropriate for ROH/OCO for large scale service changes with a material shift of resources. This could use SLR, model hospital, GIRFT or PLICS costing data or a mix thereof.

6.13 The detailed approach is set out in Appendix 1: GM Transformation Programme Financial Guidance, but the key aspects are:

- Uses methodology as per (2) above but at 100% to calculate the reduction in funding; but then
- Calculates transitional funding for up to 3 years on the following basis:
    - Uses actual cost base;
    - Determines which costs can be avoided immediately (e.g. agency staff, TUPE, re-use of equipment, consumables);
    - Categorises each remaining element of expenditure into “variable”, “semi-variable” or “fixed”;
    - For each type of expenditure applies a timeframe over which provider needs to manage out the costs of immediate or 1-3 years;
    - Calculates transitional (temporary) funding based on 100% for year 1, 50% for year 2 and 25% for year 3.

6.14 This methodology can only be applied where organisations have detailed costing information which is likely to only be PCFT and ROH/OCO.

7. Openness and Transparency

7.1 We recognise that to operate as a system we need a core level of understanding and transparency of the key aspects of the system finances, not just of our own organisations. However, this is not about a right to inspect detailed information of other organisations’ finances.

7.2 Financial transparency here is intended to mean that all organisations will share the following information openly in order to allow all parties to work towards the other objectives here and to support wider system working. Explicitly this is expected to include the following as a minimum:

(i) Annual financial plans, including assumptions, risks and uncommitted funds. Both at draft and final stages.
(ii) Cost efficiency plans and performance
(iii) Routine financial monitoring reports, e.g. monthly finance committee reports
(iv) For specific service/pathway re-design work, sharing of relevant detailed staff and financial information

7.3 In some circumstances, the system will need a more detailed understanding of particular budgets and services as determined by the Oldham System Board. This is expected to be the exception rather than the rule.

8. System-Wide Shared Risk and Reward

8.1 This is to recognise:

(i) That all organisations will, at times, have better or worse financial performance for a variety of reasons within and without their control; and
(ii) That as a system, to leave any one organisation in financial failure, will impact on the outcomes that are achieved for Oldham residents.

8.2 We agree to use uncommitted/contingency resources (as described in point 2 (i) above) in a planned way through system conversations and decisions and support organisations in financial difficulties where possible.

8.3 This is not to describe an old fashioned contract bonuses, payments or penalties set of mechanisms, albeit we may seek to develop some form of incentive scheme(s) in the future.

9. Shared Decision making and Governance

9.1 The system integration agreement sets out clear governance and participation of those routes. Decision making without approval of the resources to implement those decisions is meaningless.

9.2 This recognises that each organisation where possible, will either need to formally delegate financial authority to the System Board or run a dual approval process for those decisions deemed to be “in scope” but that the System Board may not enforce a decision on an organisation that is contrary to that organisations own internal constitution/financial regulations or best interests.

9.3 It is recognised that organisations are operating in a complex and changing systems with decision making at many levels, including internal, organisational, locality, NES sector, GM and Provider/CCG/MH fora. Recognising the challenges of this the intention is that organisations ensure that the financial implications of decisions are explicit and reported back explicitly to the System Board which holds the overall responsibility for the System financial position.

9.4 The following describes when decisions require Oldham System Board approval. This will be in addition/parallel to any normal internal financial governance:

a) All recurrent or non-recurrent decisions with incremental financial impact of over:
   - CCG £250k
   - ROH / Oldham Care Organisation £499k
   - PCFT £250k
   - OMBC £250k

   This is based on current approval limits for COO/CE, hence the variation.

   These limits are for individual decisions, but organisations recognise that the cumulative recurrent impact of decisions are subject to system approvals.

   It is expected that organisations will manage the recurrent impact of decisions made based on internal financial delegation, subject to annual planning processes.

b) All organisations will maintain a log of internal decisions made which will be provided for information to:
   - Oldham DoFs group monthly; and
   - Oldham System Delivery Board quarterly.

Appendix 1: GM Transformation Programme Financial Guidance

Greater Manchester Health and Social Care Partnership

Financial Planning Guidance

"Son of Scampion"

1. INTRODUCTION

Service changes and developments have been a feature of the NHS in Greater Manchester for a number of years and major changes involving multiple Commissioners and multiple Providers have been guided by principles that where codified into what has become known locally as "The Scampion Rules".

The Scampion Rules essentially where a framework by which the financial consequences of any major service changes where planned. Following the Devolution agreement and the establishment of the Greater Manchester Health and Social Care Partnership, who manage the Transformation Fund on behalf of Greater Manchester, the Scampion rules have been cited as having relevance within the financial planning that will underpin the transformation agenda and projects therein.

The GMHSCP Themes cross cut all providers and commissioners and the process for developing financial plans follows the appropriate governance route and underpinned by a Business Case, along with governance approach that supports bids to the Greater Manchester Transformation Fund.

The emerging work within the GMHSCP Themes all require sophisticated financial planning that underpin the new clinical models of service delivery. The individual projects will all be subject to the business case approval process but this must be within the context of the whole picture of service change across GM.

The Directors of Finance of both Commissioning and Provider organisations have agreed that the time is now right for the Scampion rules to be "refreshed" and brought up to date for application in Financial plans going forward.

The purpose of this paper is to propose the updated rules that will be utilised across Greater Manchester.

2. Applicability

It is intended that these rules apply for major strategic change involving multiple commissioners and multiple providers. Within this context this would mean that the projects within Theme 2,3 and 4 would all have the stranded costs calculated on the basis of the rules within the guidance.

Where there are changes within a single health economy it is anticipated that the local health economy will come to its own agreements about applicability of this guidance.

3. Rules of Last Resort

It is expected that the guidance set out in this document are applied in any major strategic change. However, it is also expected that the financial stability of the organisations included within the strategic change have to be considered and, where possible, mitigation should be put in place through other service changes before Transformation Funding or recurrent support funding is provided. This would enable any organisation who is deemed a loser (either lost income or retained costs) to be able to offset these costs with new income from new service delivery.

It is expected that once the stranded costs are identified, using this guidance, that those stranded costs are mitigated through other service changes and / or developments.

Any stranded costs identified through this guidance are non recurrent in nature, as its expected that cost savings (from elsewhere) will be identified to offset the costs, or other service changes will be put in place to utilise these services and costs.

4. MITIGATION BEFORE RULES APPLY

Whilst the application of the Son of Scampion rules will be deployed within major service redesigns across the Greater Manchester health economy and sectors this does not mean that transformation funding will be made available to the Trusts requesting it.

It is expected that the commissioners and providers undertaking the strategic redesign will have looked at a mitigation plans to provide sustainability to the providers affected by the planned changes. It is the strong expectation of the TFOG process that health economies / localities / sectors / services / pathways (or whatever are the natural collaborations) have made every effort to provide alternative services and therefore income, to mitigate the need for any funding for stranded costs.

The likely mitigations that should be considered before Transformation Funding can be made available is as follows:

Strategic Service changes – There are a number of major strategic changes planned across Greater Manchester in the coming years and the impact that these changes will have on each provider (and economy) needs to be assessed alongside any individual bids to the transformation fund. Where there are clear linkages between the planned changes the net impact on each provider should be assessed as part of any bid. Where there are no linkages directly between bids, the net impact on providers

and commissioners needs to be established to ensure that costs are funded as part of the service changes before any bids for transformation monies are made.

Activity Growth – Given the increase in the age of the population and the changing nature of referrals into some services it is possible that activity may continue to rise in certain services. Given that this is likely to be funded at PBR National tariffs it is expected that marginal costs are applied to this increase and that costs identified as stranded would be offset by the income received at tariff. It is likely that services in the future are funded on a basis other than PBR tariffs, which are more cost focused, the stranded costs can be mitigated through inclusion within the funding of the new services.

Alternative use of existing assets – where material service changes liberate existing assets both equipment and buildings alternative use of these assets should be sought, assuming they are not required as part of the initial service change. The alternative use will depend on the type and nature of the assets, where alternative use by the existing trust is not possible, them these assets should be offered to other providers who may be looking for assets to provide new services in that locality.

Where alternative use is not possible then providers should look to dispose of the assets as soon as possible to liberate costs and sale proceeds.

STP - Within the context of STP and Health Economy Financial sustainability. Where plans for service change leave providers with spare capacity that cannot be utilised or sold it is expected that within the context of local economy STP that provision is made to fund providers who are burdened with assets that cannot be reused or sold.

Site rationalisation - Site rationalisation across a Health Economy or within a site. District Valuer rationalisation of the asset value held by Trusts.

Local CIP Plans – It is anticipated that Trusts who have assets that they are unable to reuse or sell off must contribute to the funding of the costs associated with the surplus assets, which should be part of the Trusts Cost Improvement Plans going forward. Clearly there is a reasonableness test that needs to be worked through as providers will be unable to add significant costs to their CIP requirement, if this is already a material sum in the context of turnover.

Joint Working – Plans to include Local Authority service provision and utilisation of assets where possible.

5. PROPOSED APPROACH

5.1 INCOME

5.1.1 NHS Contractual

Providers and Commissioners will have NHS contracts in place that cover the services that are subject to the changes planned within the strategic change. The majority of contracts are on a Payment By Results basis, with local agreements where applicable. It is expected that Payment By Results would continue to operate until such time as

the Strategic change commences and patient flows are changed from one provider to another.

Where planned reductions in patient numbers are agreed (as part of the strategic change) it is expected that Trusts should start to plan to reduce costs (where applicable). This has the effect of focusing the attention onto cost reduction rather than having a change to NHS Contracting and protecting income.

5.1.2 Other Income

Health Education Income – income to providers is based upon the education and training tariffs recently implemented, along with the transitional arrangements to ensure financial stability as part of that process. It is anticipated that tariffs would flow around the system based upon the student (and other numbers) within the Health Education England contracts. It is anticipated that the transitioning arrangements in place would be adjusted to take account of the changes within the service reconfigurations.

Other Income – Where services sell products as part of their service delivery, it anticipated that this income will transfer to the new provider of services where appropriate. Where income received for sales of services provides a contribution to overheads, where this is a material value this should be agreed by the respective providers with a tapering arrangement where required.

Private Patient Income – As per other income.

5.2 EXPENDITURE

The NHS has placed a much greater emphasis on costing and both NHS England and NHS Improvement have published a range of guidance documents to help providers to produce more robust costing information. The costing submissions to NHSI have, therefore, been of a higher standard across the board in recent years, which ultimately helps with the development of PBR National tariffs but also provides a more robust framework for assessing changes in cost base within any Strategic Change.

Integral to this improvement has been the publication of the HFMA Costing standards which have been adopted by NHSI and NHS England as being the definitive standards that providers should use when developing costing within their organisation. The HFMA Costing standards can be found at the following web address.

https://www.hfma.org.uk/docs/default-source/our-work/costing/Clinical-Costing-Standards/acute-standards-201617.pdf?sfvrsn=16

Costing Standard 4, within the HFMA document gives guidance on cost classification, allowing costs to be allocated into Fixed, Semi Fixed and Variable costs. The following is an extract from Costing Standard 4:

- Fixed costs – fixed costs will not change as activity changes over a 12-month period. Fixed costs are absorbed across the patients treated in a period and therefore the amount absorbed per patient will change as volumes of patients ex through the year. Fixed costs may also change if a contracted service is removed or added – therefore fixed costs are not just time-de ned.
- Semi- fixed costs – semi- fixed costs do not move with activity changes on a small scale, but 'jump' or 'step up' when a certain threshold is reached. Defining the threshold, and the materiality of the step change, is at the discretion of individual organisations.
- Variable costs – variable costs will be directly affected by the number of patients treated or seen. They are an incremental or marginal cost. One more unit of activity will generate an extra cost. It is important to note that the very nature of patient-level costing means that this cost may differ from patient to patient, but the nature of the cost is that it is triggered by the quantity of patients.

These cost classifications can then be applied in providing guidance as to how costs can be managed within any strategic change.

Costing Standard 1, within the HFMA costing standards guidance provides guidance onto allocations costs into Direct, In-direct and Overheads. The following extract is applicable:

- Direct costs relate directly to the delivery of patient care. These costs can be directly linked to the delivery of patient care and costs are caused/arise as a result of individual patient episodes of care.
- Indirect costs are indirectly related to the delivery of patient care, but cannot always be specifically identified to individual patients. Indirect costs can usually be allocated on an activity basis to service costs.
- Overhead costs are the costs of support services that contribute to the effective running of an NHS provider. They are costs, such as the costs of the payroll service that cannot be traced or easily attributed to patients.

5.2.1 Use of Service Line Reporting and PLICS Data

Most provider organisations have implemented some form of SLR and / or PLICS within their organisations, as these will be used to feed the annual reference costs exercise. It is expected that the SLR / or PLICS data for the services that are subject to the change or transfer be the starting block for the preparation of the stranded costs calculations. The SLR data will have been constructed using the NHSI / NHS England guidance and be underpinned by the HFMA Costing Standards referred to above. This will ensure a degree of commonality of construct prior to the application of the stranded costs guidance.

The following table sets out the broad principles that apply to the cost types within NHS Costing standards.

Cost type	Comments	Timelines
Variable Costs	Costs can be released immediately as this cost is directly related to the patients transferring within the strategic change. Examples include Drugs costs, patient specific non pay (hips and knees).	Costs released at Day 1.
Semi Fixed Costs - Direct	1. Within a major service reconfiguration these costs can be released immediately as the whole service will be transferring to a new provider or reconfigured service. Examples include direct ward based Nurses and Support Staff. Consultants / Junior Doctors – it is anticipated that where the whole service is to transfer that the Medical staffing compliment would move with the service and therefore the costs of these staff would be saved.	Costs released at Day 1.
	2. Where Medical staffing cover is provided across multiple specialties, for example at night it is likely that staff will not move with the service, it is anticipated that proportions of costs are allocated as stranded.	3 Years tapering (100%, 50%, 25%)
	3. Pathology / Radiology – costs of these types of services will be based upon the usage made of these by the Service Line. It is anticipated that that these costs will taper as there will be an immediate saving on consumables and then plans will need to be put in place to reduce the cost or be replaced by other activity from service developments.	3 Years tapering (100%, 50%, 25%)
	4.	

Semi Fixed Costs - Indirect	It is anticipated that costs within this category would be managed in a similar way to the Semi Fixed Direct costs: 1. Costs such as capital charges on directly allocated capital equipment would be saved on transfer of that equipment to the new service. 2. There are costs within this category that will be saved but these won't be available in the first year, for example CNST premium, which are based upon assessments by NHSLA using data around numbers of doctors and activity within specialties. The data, and therefore premiums, are on an arrears basis, therefore costs will be reduced after the first year. 3. Patient Catering / Pharmacy / Sterile Services – costs of these types of services will be based upon the usage made of these by the Service Line. It is anticipated that that these costs will taper as there will be an immediate saving on consumables and then plans will need to be put in place to reduce the cost or be replaced by other activity from service developments.	 Costs released at Day 1. 1 Year (100%) 3 Years tapering (100%, 50%, 25%)
Semi Fixed Costs - Overheads	There are elements of these costs that can be saved immediately, for example catering where reductions in patient numbers would reduce the requirement for provisions etc. However, where the costs are not releasable immediately plans need to be put in place to reduce staffing etc. as and when these opportunities arise. Examples of the costs in this heading are:	

Fixed Costs - Direct	It is not anticipated that there will be any material costs within this category.	
Fixed Costs - Indirect	Costs of these types of services will be based upon the usage made of these by the Service Line. It is anticipated that that these costs will taper as there will be an immediate saving on consumables and then plans will need to be put in place to reduce the cost or be replaced by other activity from service developments.	
Fixed Costs - Overheads	The overheads of the provider relating to the buildings, plant and equipment are the most difficult costs to saved. This includes maintenance, insurance, capital charges, energy and utilities etc. Providers should look to minimise these costs through negotiation with the service providers to reduce them to an absolute minimum until such time as an alternative use is identified or the building etc. is demolished. The core costs of managing an organisation (the Board or equivalent) are considered tbe "unsaveable". For this purpose this is considered to include the costs of: • Chairman • Non Executives • Chief Executive • Finance Director • Medical Director • Nurse Director • Other Executive Directors • Secretary to the Board • Plus costs to cover secretarial and administrative support to the above indicative estimate 30%).	

	Clinical representatives on management teams (unless the post becomeunnecessary as a recall of the service change) are considered to be unsaveable. Chaplains costs are considered to be unsaveable. The remaining Overhead Departments will have elements of costs that relate to the service lines, with staff working exclusively for those services. Where this is the case it is anticipated that these costs would transfer with the service along with the staff involved. The remaining elements of the Overhead Departments will have costs of service delivery relating to the service lines but these will not work exclusively for those service lines. In this case a re-structure of the teams within these departments would be expected to be carried out. This, of course, can only apply where a material value remains (both staff and costs) where only small values remain these should be subject to wider structural change programmes within the provider, where staff would be required to be part of change management within providers.	

6. Applying This Guidance in Practice

It is expected that the strategic mitigation set out in this paper is concluded before the application of this guidance is utilised.

It is expected that all provider organisations now have implemented, some form of, Service Line Reporting, which should enable the services affected by the major strategic change to be identified financially and the total (fully absorbed cost) cost of delivery of that service identified.

Once this has been concluded and the service line(s) has been financially identified each cost heading should be separated using the guidance set out in this paper.

A suggested layout has been included with this paper to help Providers and Commissioners work through what can directly transfer as part of the transfer and what will need further work to ensure costs can be released over time.

7. Transformation Funding Request

The major service changes that this guidance envisages will be subject to the widest governance scrutiny and business case process. Any costs that Providers and Commissioners feel are “unreleasable” (stranded) at the point of service transfer should apply this guidance with the application for funding support to follow the standard Transformation Funding approach.

Revised Scampion Rules

Illustrative Example Service Line Analysis

		Total Service Line Cost			Releaseable Costs			Non Releasable Costs			
	Total Cost	Fixed	Semi Fixed	Variable	Fixed	Semi Fixed	Variable	Fixed	Semi Fixed	Variable	Notes
Heading	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	
Direct Costs											
Senior Medical Staffing	850		850			850					
Junior Medical Staffing	250		250			250					
Ward Costs	2,050		1,750	300		1,750	300				
Critical Care Unit Costs	780		700	80			80		700		
Operating Theatres	1,125		1,000	125			125		1,000		
Imaging (Radiology)	375		325	50			50		325		
Pharmacy	650		300	350			350		300		
Therapies (AHP's)	250		220	30			30		220		
Pathology	480		400	80			80		400		
Out-patients	300		280	20			20		280		
Sub Totals	7,110		6,075	1,035		2,850	1,035		3,225		
Indirect Costs											
CNST	640		640						640		
Clinical Coding	100		100						100		
Divisional Management	150		150						150		
Catering Services	285		100	185			185		100		
Portering	200		200						200		
Sterile Services	190		170	20			20		170		
Sub Totals	1,565		1,360	205			205		1,360		
Overheads											
Building Maintenance	275	275						275			
Building Insurance	110	110						110			
Capital Charges	1,250	1,250						1,250			
Domestics and Cleaning	600		570	30			30		570		
Rates	300	300						300			
Energy and Utilities	740		740						740		
Administration	250	250						250			
Board Costs	100	100						100			
Finance	450		370	80			80		370		
IM&T	750	750						750			
Human Resources	550		450	100			100		450		
Organisational Development	270	270						270			
Strategic Planning	75	75						75			
Sub Totals	5,720	3,380	2,130	210			210	3,380	2,130		
Grand Totals	14,395	3,380	9,565	1,450		2,850	1,450	3,380	6,715		

Service
Secondary care
Accident & Emergency
Anaesthetics
Anticoagulant Service
Breast Surgery
Cancer
Cardiology
Cardiothoracic Surgery
Clinical Haematology
Colorectal Surgery
Critical care
Dermatology
Diabetic Medicine
Endocrinology
ENT
Gastroenterology
General Medicine
General Surgery
Geriatric Medicine
Gynaecological Oncology
Gynaecology
IBD
Infectious Diseases
Interventional Radiology
Major Trauma
Maxillo-Facial Surgery
Medical Oncology
Maternity community
Maternity Units
Neonatology
Neurosciences
Nephrology
Neurology
Neurosurgery
NICU
Obstetrics
Ophthalmology
Oral Surgery
Orthodontics
Orthoptics
Paediatric Clinical Immunology & Allergy
Paediatric Dentistry
Paediatric Dermatology
Paediatric ENT
Paediatric Diabetes
Paediatric Neurology
Paediatric Respiratory Medicine

Paediatric Trauma & Orthopaedics
Paediatric Urology
Paediatrics
Paediatric outpatients
Pain Management
Physiotherapy
Plastic Surgery
Psychotherapy
Rehabilitation
Renal
Respiratory Medicine
Restorative Dentistry
Rheumatology
Spinal Surgery Service
Trauma & Orthopaedics
Urology
Vascular
Community Health
District Nursing
Treatment Rooms
Phlebotomy Service
IV Therapy
End of life/ Palliative Care
Tissue viability
Therapy hub
Podiatry & Audiology
Hospital Discharge/ Transfer of Care Team
Discharge Hub
ICET/ Crisis Response/Urgent Care
Intermediate Care bed base/Butler Green
STICH
Hospice Care
Individual Placements - CHC
Adults social care
Social Care Community Cluster Teams
Learning Disabilities & Autism
Strategic Safeguarding
MASH
Sensory Service
AMHP/ Mental health Social Workers/ EDT
Adult social care commissioning
Commissioning, contract management & quality monitoring and improvement
Relationship & Market Management
Strategic Market Development
Managing Provider Failure
Adult Social Care - Residential
Adult Social Care - Home Care
Adult Social Care - Day Cay
Adult Social Care - Other
Community Business services

Single Point of Access (non-clinical)
Appointment Centre
Client Finance
Brokerage & Payments
ASC Front Door / Contact Centre
Carers Team
MioCare
Extra Care
Community Enablement
Residential Enablement
Helpline and Response
Assistive Technology
Supported Living
Shared Lives
Learning Disability Respite
Day Activities
Mental Health Rehabilitation
Community Equipment
Major and Minor Adaptations
Mental Health
Individual Placements – MH
CAMHS
Children's Health & Wellbeing
Community Mental Health including LD
IAPT
Specialised services
Intensive Care
Inpatients
Children's Community Health Services
Community Paeds
School nursing
Health visitors
Primary Care
General Medical Services - additional/local schemes
General Dental Services - additional/local schemes
General Pharmaceutical Services - additional/local schemes
GP Out of Hours
GP Extended Hours
General Medical Services - national contracts
General Dental Services - national contract
General Ophthalmic Services - national contract
General Ophthalmic Services - additional/local schemes
General Pharmaceutical Services - national contract
Public Health
Health Improvement Services
Lifestyle, Health Promotion & Early Detection
General Pharmaceutical Services
Drug & Alcohol Services
VSCE Grants Programmes
Social Prescribing

Screening Programmes
Family Planning
Sexual Health & Terminations of Pregnancy
Vaccination & Immunisation
Health Check Programmes
Emergency Services and transport
Ambulance Services - emergency
Patient Transport
NHS 111
Diagnostics
Xray
Ultrasound
CT
MRI
CDH
Pathology
Endoscopy

Report to CABINET / COUNCIL

Places for Everyone Publication Plan 2021: A Joint Development Plan Document for 9 Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan)

Portfolio Holder:
Councillor Hannah Roberts, Cabinet Member for Housing

SRO: Helen Lockwood, Deputy Chief Executive – People and Place

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Cabinet: 26 July 2021
Council: 28 July 2021

Reason for Decision

The purpose of this report is to approve Places for Everyone Publication Plan 2021: A Joint Development Plan Document for 9 Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for publication and submission to the Secretary of State for Housing, Communities and Local Government following the recommendation by Places for Everyone Joint Committee on 20 July 2021 (see Appendix 1).

A copy of the full Joint Committee report is available at Appendix 1.

Executive Summary

The purpose of this report is to approve Places for Everyone Publication Plan 2021: A Joint Development Plan Document for 9 Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for publication and submission to the Secretary of State for Housing, Communities and Local Government following the resolution made by the Places for Everyone Joint Committee on 20th July 2021.

Following approval by the nine districts, consultation on the Places for Everyone Publication Plan 2021 will commence not earlier than 9 August 2021 for a period of 8 weeks.

When it is adopted Places for Everyone would become part of the development plan for Oldham. It will replace parts of Oldham's Core Strategy and change the Proposals Map. A list of Core Strategy policies that would be replaced by Places for Everyone is contained in Appendix 2.

Places for Everyone Publication plan 2021 can be found at Appendix 3 and supporting documents are available on GMCA's website at https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/. The full Places for Everyone Joint Committee report can be found at Appendix 1 to this report.

This report summarises the main components of the Places for Everyone Publication Plan 2021, what it means for Oldham and implications for the review of Oldham's Local Plan.

Recommendations

It is recommended that Cabinet:

1. Approve the Places for Everyone: Publication Plan 2021, 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 an 8 week period for representations to begin not earlier than 9 August 2021.

2. Delegate authority to the Oldham Council Cabinet Member for Housing in consultation with the Executive Director to approve the relevant Statement of

Common Ground(s) required pursuant to the National Planning Policy Framework 2019.

It is recommended that Council:

3. Approve submission of the Places for Everyone Publication Plan 2021 to the Secretary of State for examination following the period for representations.

PLACES FOR EVERYONE PUBLICATION PLAN 2021

1 BACKRGOUND

1.1 Up until December 2020 a joint development plan document (DPD) of the ten Greater Manchester local authorities was being prepared - Greater Manchester's Plan for Jobs, Homes & the Environment (known as the "GMSF"). The GMSF 2020 had reached the Regulation 19 (Publication) stage of the process. However, the withdrawal of Stockport Council from GMSF signalled its end as a joint plan for the ten Greater Manchester districts.

1.2 As explained in the attached PfE Joint Committee report a joint DPD can continue to progress in the event of one of the authorities withdrawing, provided that the plan has "substantially the same effect" on the remaining authorities as the original joint DPD being prepared. Through doing so the plan can proceed to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 'Publication stage' rather than have to go back to an earlier (Regulation 18) informal stage of consultation.

1.3 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.

1.4 Following consultation on the Publication Plan, the draft joint DPD and the representations made in the Publication stage will be sent to the Secretary of State in early 2022. This is called the 'Submission stage', pursuant to Reg. 22 of the Local Planning Regulations and requires approval of each of the nine Full Councils of the participating local authorities.

2 CURRENT POSITION

Differences between GMSF 2020 and Places for Everyone 2021

2.1 The text of the GMSF 2020 has been revised following the withdrawal of Stockport. The Places for Everyone Publication Plan 2021 (PfE 2021) is attached at Appendix 3. The revisions made to PfE2021 (as compared to GMSF 2020) fall into five broad categories. These are detailed in the Joint Committee report at Appendix 1 and summarised as follows:

(i) As a direct result of the withdrawal of Stockport Council from GMSF
Policies relating specifically to Stockport Council's area have been removed (e.g. strategic allocations). Housing and employment land requirements and supply have been recalculated to reflect the withdrawal of Stockport Council and the change in the Plan period (updated from 2020-2037 to 2021-2037), as has the extent of the proposed release of Green Belt in the remaining nine districts.

(ii) **As a direct result of changes to government policy since October 2020**
Government published the revised methodology for calculating Local Housing Need (LHN) on 16 December 2020. The methodology for the Greater Manchester Authorities other than Manchester City Council was largely unchanged, however the new methodology resulted in a 35% uplift for the Manchester City Council area. The revised LHN methodology states that the 35% uplift is to be met within the district and not redistributed. This resulted in the Manchester LHN increasing by 914 homes per annum or almost 15,000 homes over the plan period which has been reflected in Manchester City Council's housing land target in PfE 2021.

(iii) **As a direct result of new evidence/information being made available since October 2020**
The evidence base underpinning the PfE 2021 builds on that compiled for GMSF 2020. Addenda have been produced where appropriate to outline the additional work which has been undertaken to take account of the changes between GMSF 2020 and PfE 2021 and the passage of time.

(iv) **Clarification of policy wording**
This category includes minor changes to a limited number of policies as a result of ongoing collaboration with statutory consultees, and to provide more clarity regarding implementation.

(v) **Minor typographical changes**
This category relates to the correction of spelling and grammatical errors only.

Assessment of the proposed changes

2.2 The revisions set out above have been reviewed in order to consider their impact on the effect of PfE 2021 on the remaining nine authorities, compared to the GMSF 2020. Details of the assessment can be found section 2 and 3 of the PfE Joint Committee report at Appendix 1. The assessment has concluded that Places for Everyone and the spatial strategy for the remaining nine districts will have substantially the same effect as the GMSF 2020 would have had on the nine remaining districts.

2.3 As a result of the change in plan period to 2021 - 2037, the overall (and individual) housing and employment land targets have been amended and the ability of the land supply to meet these revised targets has consequently altered. Whilst a small number of changes have been made to allocations in Oldham (and Salford), as a result of this, the resultant spatial strategy will have substantially the same effect as the GMSF 2020 would have had on the nine remaining districts. Details of the changes in relation to Oldham are set out below within this report.

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

regarding the cumulative assessment can be found in section 3 of the PfE Joint Committee report at Appendix 1.

2.5 It is concluded that the impact of the proposed changes on the overall strategy of the joint plan and its effect on the remaining nine districts is limited, as such Places for Everyone 2021 has substantially the same effect on the nine boroughs as the GMSF 2020 and it is recommended that the plan proceed to a Publication stage (Regulation 19) consultation.

2.6 Leading Counsel has provided a note, which can be found as an appendix to the appended Places for Everyone Joint Committee Report, confirming the relevant statutory provisions and endorsing the approach and conclusions of officers that the plan has substantially the same effect.

Places for Everyone Publication Plan 2021

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

2.8 PfE 2021 is our plan for sustainable growth in the 9 boroughs, it;

- sets out how they should develop up to 2037;
- identifies the amount of new development that will come forward in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- identifies the important environmental assets which will be protected and enhanced;
- allocates sites for employment and housing required outside of the urban area;
- supports the delivery of key infrastructure, such as transport and utilities; and
- defines a new Green Belt boundary for the 9 boroughs.

Spatial Strategy

2.9 The spatial strategy seeks to deliver sustainable, inclusive growth. It has three key spatial elements – significant growth in jobs and housing at the core, sustaining the competitiveness of the southern districts and (most importantly for Oldham) boosting the competitiveness of the northern districts through the provision of significant new employment opportunities and supporting infrastructure and a commitment that collectively the northern districts meet their own local housing need.

Jobs

2.10 Economic prosperity is central to the overall strategy. It is essential to raising incomes, improving health and quality of life, and providing the finances to deliver better infrastructure, services and facilities. 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. 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.

2.11 PfE 2021 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.

2.12 In pursuit of the above PfE 2021 sets a target of at least 1,900,000sqm of new office floorspace and at least 3,330,000sqm of industrial and warehousing floorspace across Greater Manchester over the plan period.

Homes

2.13 Greater Manchester is facing a housing crisis and the impact of Covid 19, with potential increases in unemployment will exacerbate this. Although the Greater Manchester authorities have built more houses in recent years, wages have not been keeping pace with property price increases and affordability issues have intensified.

2.14 Applying the government's current standard methodology for calculating local housing needs means that around 10,300 homes are required in per annum, equating to just under 165,000 new homes over the plan period (2021-2037). The plan supports Greater Manchester's commitment to deliver more affordable housing - 50,000 homes over the plan period, including 30,000 for social or affordable rent.

Environment

2.15 The Plan is not solely concerned with accommodating development. It also includes a range of policies designed to protect and enhance our 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.

2.16 The Plan supports the important role of our natural assets by:

- Taking a landscape scale approach to nature restoration;
- Seeking to protect and enhance our 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 the plan period.

2.17 Furthermore, the plan 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

2.18 As detailed in the Joint Committee report at Appendix 1 there is a strong focus in PfE 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.

2.19 There are however 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 Housing Fund is targeted at Combined Authorities and 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

2.20 The PfE 2021 Plan proposes a limited release of a Green Belt for both housing and employment. The net loss of Green Belt proposed is 1,760 hectares. This represents a significant reduction from the 4,363 hectares which were proposed for release by the nine PfE districts 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

What Places for Everyone 2021 means for Oldham

2.21 At a local level it is considered that the PfE 2021 will support and strengthen the council's ambition to be a productive and cooperative place with healthy, aspirational and sustainable communities. In particular, it will help support delivery of the Oldham Model and the fundamental aspects of inclusive economy and thriving communities.

2.22 PfE, along with the Local Plan, will help to support delivery of the council's Covid Recovery Strategy and a range of strategies and initiatives such as:

- Creating a Better Place – supporting the council's ambition to build more homes for our residents, create new jobs through town centre regeneration, and ensure Oldham is a great place to visit with lots of family friendly and accessible places to go.
- Green New Deal Strategy – through supporting the council's commitment to becoming carbon neutral as an organisation by 2025, and the UK's first "Green New Deal Council" with a target of 2030 for carbon neutrality for the borough as a whole.
- Oldham's Housing Strategy – through supporting delivery of Oldham's Housing Offer and providing the opportunities to deliver a diverse range of housing that is attractive and meets the needs of different sections of the population at different life stages.
- Delivering our key growth sectors will be crucial in meeting Oldham's economic ambitions.

Jobs

2.23 In Oldham PfE 2021 identifies:

- 70,826sqm office employment floorspace from 2021-2037, made up of sites within the borough's existing employment land supply; and
- 268,241sqm industry and warehousing employment floorspace from 2021-2037, made up of 131,521sqm within the borough's existing employment land supply and 136,720sqm as part of the proposed strategic allocations at Stakehill and Broadbent Moss (see table Appendix 4 below).

2.24 The PfF 2021 Key Diagram also identifies the High Crompton Broad Location, which will remain in the Green Belt until such time that a review of PfE and / or the Oldham Plan can demonstrate that it's release 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.

Homes

2.25 In Oldham, PfE 2021 identifies an average housing requirement of 680 homes a year or 10,883 homes from 2021 to 2037, proposing a three stepped requirement of:

- 352 homes a year from 2021 to 2025;
- 680 homes a year from 2025 to 2030; and
- 868 homes a year from 2031 to 2037.

2.26 The existing housing land supply in Oldham as at 1 April 2020 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 small sites allowance.

2.27 The Council has sought to increase the land supply within the urban area, particularly on brownfield sites in order to minimise the release of Green Belt land across the borough. This has been through increasing opportunities for residential living with Oldham Town Centre as part of our plans for regeneration and securing its sustainable future as place for Oldham residents to live, work and visit. As well as looking at other opportunities for new homes such as redundant and under-utilised mills identified through the emerging draft Mill Strategy and the use of council owned assets where appropriate.

2.28 However, this is still not enough to meet the overall housing requirement for the borough and provide an appropriate buffer to ensure that we have flexibility within

the supply should sites not come forward as anticipated. As such, there remains the need to release some land from the Green Belt to meet our housing requirement.

2.29 The allocations proposed in PfE 2021 have the potential to provide a further 2,176 homes over the plan period (2021 – 2037). They are as follows:

- Beal Valley – around 480 homes
- Bottom Field Farm (Woodhouses) – around 30 homes
- Broadbent Moss – around 21,000sqm employment floorspace and around 1,450 homes (with 874 plan period)
- Chew Brook Vale (Robert Fletchers) – around 90 homes and around 6,000sqm mixed use (retail, leisure and commercial)
- Land south of Coal Pit Lane (Ashton Road) – around 175 homes
- South of Rosary Road – around 60 homes

2.30 Further information about how the allocations have changed between GMSF Draft Plan 2019, GMSF Publication Plan Draft for Approval October 2021 and PfE 2021 can be found in Appendix 4. These changes have been made to reduce the loss of Green Belt and increase the use of brownfield land, whilst ensuring that Oldham continues to meet its local housing need and contributes to the overall spatial strategy set out in PfE 2021.

Integrated Assessment

2.31 As part of the development of the GMSF 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.

2.32 As was the case with GMSF, PfE 2021 is regarded as a Plan which is considered likely to have significant effect on one or more European protected site and has therefore been informed by a Habitat Regulation Assessment (HRA) with mitigation measures identified as appropriate.

2.33 Given the conclusion that PfE 2021 has substantially the same effect as the GMSF 2020 would have had on the nine districts as outlined above it is considered that the environmental assessments carried out at previous stages remain valid (including their scope). That said, addendum reports have been prepared to assess the impact of the changes between GMSF 2020 and PfE 2021 against the IA framework and these are available alongside the GMSF 2020 IA documentation.

Evidence base

2.34 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. This evidence base remains the fundamental basis for the PfE 2021and has remained available on the GMCA's website since October 2020. This evidence base has been reviewed and updated in the light of the change to the PfE2021 and, where appropriate addendum reports have been produced.

2.35 One key supporting document is the Statement of Common Ground. This will set out the key matters between the 9 authorities agreeing on the distribution and quantum of development contained in the Publication Plan. It will also deal with any matters with other organisations, including Stockport as one of our neighbouring local authorities, that need to be agreed to enable the 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.

2.36 The PfE2021 and supporting documents can be found at (https://www.greatermanchester-ca.gov.uk/placesforeveryone). 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.

Places for Everyone Process

2.37 Details of the GMSF process to date can be found in the PfE Joint Committee report at Appendix 1.

2.38 As stated earlier in this report the next stage in the PfE process is the Publication stage under Regulation 19 of the Town and Country Planning (Local Planning) England Regulations 2012.

2.39 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). As set out in paragraph 35 of the National Planning Policy Framework, plans are sound if they are;

a) **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs 19 ; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
b) **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
c) **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
d) **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in NPPF.

2.40 Inspectors also consider submissions concerning legal compliance issues, for example the Integrated Assessment, the Habitats Assessment Regulation and the Duty to Co-operate.

Communications and Engagement Plan

2.41 Information on communications and engagement can be found in the Joint Committee report at Appendix 1.

2.42 Alongside this report, approval is also being sought for an update to the Statement Community Involvement to reflect the change in terminology between GMSF and Places for Everyone.

Relationship with Oldham's Local Plan

2.43 PfE 2021 is key to creating the foundations for the scale of growth and ambition across the nine boroughs, including Oldham.

2.44 Once adopted the PfE Joint DPD becomes part of the Local Plan for Oldham, which currently consists of the following:

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

2.45 PfE will replace parts of Oldham's Core Strategy and change the Proposals Map.

2.46 There are policies contained in the PfE 2021 that duplicate and / or add to policies contained within the 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 PfE is adopted. Details of this review can be found in Appendix 2.

2.47 The Proposals Map would be changed through the addition of allocations for housing and employment development, and changes to Green Belt boundaries, as proposed in PfE 2021.

2.48 Whilst PfE will be part of our Local Plan 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 strategic policies set out in PfE and interpret these at a more detailed local level to support the creation of locally distinctive high-quality places/neighbourhoods. The council is keen to progress the Local Plan review so that more detailed 'local' policies are in place as soon as practicable to support implementation of PfE. Consultation on Local Plan Issues and Options is scheduled to take place summer 2021.

2.49 Alongside this report, approval is also being sought for a revised Local Development Scheme 2021. This reflects the timetable for PfE and sets out the revised timetable for reviewing our Local Plan.

3 Options / Alternatives

3.1 Option 1: Members approve the Places for Everyone Publication Plan 2021 and supporting background documents for publication and submission to the Secretary of State for examination as per the report recommendations above.

3.2 Option 2: Members do not approve the Places for Everyone Publication Plan 2021 and supporting background documents for publication and submission to the Secretary of State for examination as per the report recommendations above.

4 Preferred Option

4.1 The preferred option is for members to approve the Places for Everyone Publication Plan 2021 and supporting background documents for publication and submission to the Secretary of State for examination as per the report recommendations above.

5 Consultation

5.1 Consultation has been carried out on previous versions of the GMSF (now Places for Everyone) details for which are contained in the report above. 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.

Communications comments

5.2 If the preferred option is agreed, a final stage of consultation will commence. This will give the community the opportunity to submit their final views on the content of the plan before it is submitted to the Secretary of State.

5.3 This is a statutory stage and in line with the SCI, it will be publicised to enable interested parties to engage in the consultation.

5.4 Oldham Council will work alongside GMCA to communicate this opportunity widely and ensure interested parties can access documents and have their say.

(J Beckett)

6 Financial Implications

6.1 The preparation and examination of the Places for Everyone Publication Plan 2021 generates a revenue cost for 9 local authorities. A substantial evidence base has been assembled to support the plan which has involved commissioning of specialist and independent experts. There are no current revenue implications. Following this consultation, the PfE plan 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(s) and the cost of the examination itself, including procurement of a venue, Planning Inspectors and legal advice. Further reports will be provided to the Joint Committee as appropriate.

(GMCA)

6.2 There will be revenue expenditure required to deliver Places for Everyone publication plan. The costs will relate to the examination process, including Planning inspectors, once the plan is submitted to the Secretary of State and the appointment of a Programme Officer. The exact costs cannot be forecast at this

stage, but it is currently anticipated that they can be met by the use of Earmarked Reserves held for the Places for Everyone publication.

6.3 Plans for new homes and business development will be influential in supporting the calculation of the Council Tax and Business Rates taxbases as well as requirements for further service provision and development. These will inform the Councils Medium Term Financial Planning processes.

(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 Places for Everyone Publication Plan 2021 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 Places for Everyone Publication Plan 2021 is a Council function.

(A Evans)

8. Co-operative Agenda

8.1 PfE 2021 supports delivery of the council's co-operative agenda and its ambitions in relation to delivering an inclusive economy and thriving communities. It will contribute to delivery of these ambitions through setting a strategic planning framework that will:

- help to meet our local housing need and diversify our housing stock;
- create opportunities for our key growth sectors and for businesses to expand and locate to;
- protect and enhance our green infrastructure and natural environment, ensuring that communities have open spaces to enjoy and support their health and well-being.

9 Human Resources Comments

9.1 Not applicable.

10 Risk Assessments

10.1 There is a Statutory Requirement to agree the Places for Everyone Publication Plan 2021. 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 PfE 2021 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 PfE 2021 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 PfE 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 PfE 2021.

15 Equality, community cohesion and crime implications

15.1 An Equality Impact Assessment has been carried out as part of the Integrated Appraisal for PfE 2021.

16 Implications for Children and Young People

16.1 An Equality Impact Assessment has been carried out as part of the Integrated Appraisal for PfE 2021.

17 **Equality Impact Assessment Completed?**

17.1 An Equality Impact Assessment has been carried out as part of the Integrated Appraisal for PfE 2021.

18 **Key Decision**

18.1 Yes

19 **Key Decision Reference**

19.1 HSG-06-21

20 **Background Papers**

20.1 Background documents for GMSF and PfE 2021 are available on GMCA's website at https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/ or by contacting Strategic Planning and Information at spi@oldham.gov.uk.

21 **Appendices**

21.1 Appendix 1 – Places for Everyone Joint Committee Report
Appendix 2 – List of Core Strategy policies that would be replaced by Places for Everyone 2021
Appendix 3 – Places for Everyone Publication Plan 2021
Appendix 4 - Strategic allocations as proposed in PfE 2021

Appendix 1 – Places for Everyone Joint Committee Report

See separate document

Appendix 2 – List of Core Strategy policies that would be replaced by Places for Everyone 2021

Core Strategy Policy	Replaced by PfE 2021 policy/policies	Reason
3 An Address of Choice	JP-H1 (Partially)	Housing requirement updated. All other parts of the policy remain valid.
4 Promoting Sustainable Regeneration and Prosperity	JP-J3 and JP-J4 (All Partially)	Employment requirement updated. All other part of the policy remain valid.
5 Promoting Accessibility and Sustainable Transport Modes	JP-C3, JP-C4, JP-C5 and JP-C7 (All Partially)	Majority of replaced by PfE 2021 policies. Parts remain valid.
18 Energy	JP-S2 (Partially)	Majority of replaced by PfE 2021 policy. Parts remain valid.
19 Flooding	JP-S5 (Partially)	Majority of replaced by PfE 2021 policy. Parts remain valid.
20 Design	JP-P1	Whole policy superseded.
22 Protecting Open Land	Partially superseded by JPA12 Beal Valley, JPA 14 Broadbent Moss, JPA15 Chew Brook Vale (Robert Fletchers), JPA16 Cowlishaw and JP-G 10.	Partially superseded by JP Allocation and JP-G 10.
25 Developer Contributions	JP-D2	Whole policy superseded.
Saved UDP Policy B1.1.24 – Royton Moss, Moss Lane, Royton (Business and Industrial Allocation)	Partially superseded by JPA14- Broadbent Moss	Part of UDP allocation included in Broadbent Moss Allocation (JPA14)
Saved UDP Policy H1.2.17 – Danisher Lane, Oldham (Housing Land Release Phase 2)	Superseded by JPA17 - Land south of Coal Pit Lane	UDP allocation included in Land south of Coal Pit Lane (Ashton Road) (JPA17)
Saved UDP Policy OE1.8 Major Developed Site in the Green Belt	Superseded by JPA15 Chew Brook Vale (Robert Fletchers)	UDP allocation included in Chew Brook Vale (Robert Fletchers) (JPA15)

Appendix 3 – Places for Everyone Publication Plan 2021

See separate document

Appendix 4 - Strategic allocations as proposed in PfE 2021

Ref No	Name	2019 Draft Plan	Change from 2019 Draft Plan to 2020 Publication Plan	Change from 2020 Publication to PfE 2021	As proposed in PfE 2021
GM 2	**Stakehill (cross-boundary)**	149,000sqm employment floorspace (Oldham portion only)	Employment floorspace has reduced across the whole site to 155,000sqm. This is split approximately 35,00sqm in Rochdale and 120,000sqm in Oldham.	Employment floorspace has reduced across the whole site to 150,000sqm. This is split approximately 35,000sqm in Rochdale and 115,000sqm in Oldham. Part of site in the southern part of the allocation (XXha) is now to be retained as Green Belt.	Employment floorspace is around 150,000sqm. Allocation boundary remains the same. Area of Green Belt in southern part of allocation to be retained. New reference is Policy JP Allocation 2
GM 3	**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 justified through a future review of the GMSF or Local Plan. Now referred to as High Crompton Broad Location.	No change	High Crompton Broad Location. Site remains in the Green Belt until it's release is justified through a future review of the GMSF or Local Plan.

Ref No	Name	2019 Draft Plan	Change from 2019 Draft Plan to 2020 Publication Plan	Change from 2020 Publication to PfE 2021	As proposed in PfE 2021
GM13	**Ashton Road**	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 14. Name has changed to Land south of Coal Pit Lane (Ashton Road). Policy wording is for around 255 homes.	255 homes Site boundary changed to reduce Green Belt release. Capacity reduced to 175 homes.	Site boundary changed to reduce Green Belt release. Capacity reduced to around 175 homes. New reference is Policy JP Allocation 17 – Land south of Coal Pit Lane (Ashton Road)
GM14	**Beal Valley**	482 homes	No change Note: This is now numbered Policy GM Allocation 8.	No change	Around 480 homes New reference is Policy JP Allocation 12

Ref No	Name	2019 Draft Plan	Change from 2019 Draft Plan to 2020 Publication Plan	Change from 2020 Publication to PfE 2021	As proposed in PfE 2021
			Policy wording is for around 480 homes.		
GM15	**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 Allocation 10.	874 homes / Around 21,000 sqm	Around 1,450 homes (XX plan period) New reference is Policy JP Allocation 14

Ref No	Name	2019 Draft Plan	Change from 2019 Draft Plan to 2020 Publication Plan	Change from 2020 Publication to PfE 2021	As proposed in PfE 2021
			Policy wording is for around 1,450 homes.		
GM16	**Cowlishaw**	465 homes	No change Note: This is now numbered Policy GM Allocation 12. Policy wording is for around 460 homes.	No change	Around 460 homes. New reference is Policy JP Allocation 16
GM17	**Hanging Chadder**	260 homes	No change Note: This is now number Policy GM Allocation 13. Policy wording is for around 260 homes.	Allocation removed	Allocation removed.
GM18	**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	Allocation now relates to the Fletchers Mill complex only to reduce Green Belt release. Capacity reduced to around 90 homes and around 6,000sqm mixed-use (commercial, retail and leisure) as previously proposed.	Around 90 homes Around 6,000sqm mixed-use. New reference is Policy JP Allocation 15

Ref No	Name	2019 Draft Plan	Change from 2019 Draft Plan to 2020 Publication Plan	Change from 2020 Publication to PfE 2021	As proposed in PfE 2021
			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 11. Name has changed to Chew Brook Vale (Robert Fletchers. Policy wording is for around 170 homes.		
GM 19	**Spinners Way / Alderney Farm**	50 homes	Deleted.	No change	N/A
GM20	**South of Rosary Road**	60 homes	No change Note: This is now numbered Policy GM Allocation 15. Policy wording is for around 60 homes.	No change	Around 60 homes New reference is Policy JP Allocation 16
GM21	**Thornham Old Road**	600 homes	Deleted.	No change	N/A
GM22	**Woodhouses**	260 homes	Capacity has been reduced from around 260	No change	Around 30 homes.

Ref No	Name	2019 Draft Plan	Change from 2019 Draft Plan to 2020 Publication Plan	Change from 2020 Publication to PfE 2021	As proposed in PfE 2021
			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 9. Name has changed to Bottom Field Farm (Woodhouses). Policy wording is for around 30 homes.		New reference is Policy JP Allocation 13.
Total no. of homes (2021 to 2037)		**4,007**			**2,176**
Total amount of employment floorspace (2021 to 2037)		**342,386 sqm**			**136,720 sqm**

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PLACES FOR EVERYONE JOINT COMMITTEE

Date: **20 JULY 2021**

Subject: Places for Everyone Publication Plan 2021: A Joint Development Plan Document for 9 Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan)

Report of: Paul Dennett, GMCA Portfolio Lead Housing, Homelessness and Infrastructure

PURPOSE OF REPORT

To update members on the progress of Places for Everyone Publication Plan 2021: a Joint Development Plan Document for 9 Greater Manchester Local Authorities (Places for Everyone Publication Plan 2021).

RECOMMENDATIONS:

The Joint Committee is recommended to:

1. Agree that the Places for Everyone Publication Plan 2021 has substantially the same effect on the remaining 9 districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) as the Greater Manchester Plan for Homes, Jobs and the Environment (GMSF 2020);
2. Note the supporting background documents;
3. Recommend the Places for Everyone Publication Plan 2021 and supporting background documents to the districts with the intention that the districts:
   a. Approve the PfE: Publication Draft 2021, 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 an 8 week period for representations to begin not earlier than 9 August 2021;

b. Delegate authority to the relevant officer, in consultation with the Executive Member for Housing and Regeneration, to approve the relevant Statement of Common Ground(s) required pursuant to the National Planning Policy Framework 2019;
c. Approve Submission of the Places for Everyone Publication Plan 2021 to the Secretary of State for examination following the period for representations

4. Agree the Timetable for the production of the Places for Everyone Publication Plan 2021 (paragraph 3.7)

CONTACT OFFICERS:

Steve Rumbelow, Chief Executive Portfolio Lead for Housing, Homelessness and Infrastructure (steve.rumbelow@rochdale.gov.uk)
Liz Treacy, GMCA Monitoring Officer and Solicitor (liz.treacy@greatermanchester-ca.gov.uk)
Anne Morgan, Head of Planning Strategy, GMCA (anne.morgan@greatermanchester-ca.gov.uk)

Equalities Implications:

The Places for Everyone Publication Plan 2021 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 Places for Everyone Publication Plan 2021 will provide the strategic planning policy framework to support the nine districts to meet the Greater Manchester 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 Places for Everyone Publication Plan 2021 generates a revenue cost for 9 local authorities. A substantial evidence base has been assembled to support the plan which has involved commissioning of specialist and independent experts. There are no current revenue implications. Following this consultation, the PfE plan 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(s) and the cost of the examination itself, including procurement of a venue, Planning Inspectors and legal advice. Further reports will be provided to the Joint Committee as appropriate.

Financial Consequences – Capital:

There are no capital consequences identified

BACKGROUND PAPERS:

Report to AGMA Executive Board December 2020

Report to AGMA Executive Board February 2021

1. INTRODUCTION

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 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.

1.3 Up until December 2020 a joint development plan document of the ten Greater Manchester local authorities was being prepared, Greater Manchester’s Plan for Jobs, Homes & the Environment (known as the “GMSF”). The GMSF 2020 had reached the Regulation 19 (Publication) stage of the process, however, the decision at Stockport Council’s meeting on 3 December to not submit the GMSF 2020 to the Secretary of State for independent examination following the consultation period, and

the subsequent resolution at its Cabinet meeting on 4 December not to publish the GMSF 2020 for consultation, in effect signalled the end of the GMSF as a joint plan of the 10.

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

1.5 Consequently, at its meeting on the 11th December 2020, members of the AGMA Executive Committee asked officers to report back on the implications and process of producing a joint DPD of the nine remaining Greater Manchester (GM) districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). One of the key issues that officers were asked to explore was the extent to which the joint Places for Everyone plan could take advantage of the provisions set out in paragraph 1.4 above and proceed to Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 Publication stage rather than have to go back to an earlier (Regulation 18) informal stage of consultation.

1.6 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 participating local authorities.

1.7 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 2021, a post-consultation report will be prepared and then the plan will be submitted

to the Secretary of State for Examination in early 2022. Submission requires approval of each of the nine Full Councils of the participating local authorities.

1.8 At the AGMA Executive Board meeting on 12 February 2021, a report was considered setting out the merits of continuing to produce a joint plan of the nine remaining GM districts, to be known as “Places for Everyone”.

1.9 The report highlighted that producing such a plan would enable those nine districts to continue to:

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

1.10 At the meeting, it was noted that each district would be asked to approve the making of an agreement with each other to prepare a joint Development Plan Document. Subsequently, each of the 9 districts have gained approval to establish a Joint Committee and to delegate the formulation and preparation of a joint Development Plan Document to the Joint Committee.

2.0 DIFFERENCES BETWEEN PLACES FOR EVERYONE 2021 AND GMSF 2020

2.1 The text of the GMSF2020 has been revised following the withdrawal of Stockport. The Places for Everyone Publication Plan 2021 (PfE2021) is attached at https://www.greatermanchester-ca.gov.uk/placesforeveryone

2.2 The revisions to the PfE2021 (as compared to GMSF 2020) fall into 5 broad categories:

(i) As a direct result of the withdrawal of Stockport Council from GMSF

Policies relating specifically to Stockport Council's area have been removed (e.g. strategic allocations). Housing and employment land requirements and supply have been recalculated to reflect the withdrawal of Stockport Council, the change in the Plan period and the outcome of Duty to Co-operate discussions with Stockport to date, as has the extent of the proposed release of Green Belt in the remaining nine districts. The plan period has been updated from 2020-2037 to 2021-2037; and references to 'Stockport' 'Greater Manchester', 'Greater Manchester Spatial Framework' and 'GMSF' have been deleted and/or replaced where appropriate.

Information presented in the Plan relates to the 9 participating boroughs where appropriate and possible to do so. In some instances (such as air quality), information cannot be disaggregated from the Greater Manchester level, or it is not appropriate to do so as it is referring to the wider Greater Manchester area, including Stockport. In these instances, it is legitimate to present the information for Greater Manchester.

(ii) As a direct result of changes to government policy since October 2020

Government published the revised methodology for calculating Local Housing Need (LHN) on 16 December 2020. The methodology for all of the Greater Manchester Authorities other than Manchester City Council was largely unchanged, however the new methodology resulted in a 35% uplift for the Manchester City Council area. The revised LHN methodology states that the 35% uplift is to be met within the district and not redistributed. As PfE 2021 has not been through the Publication Stage it is not subject to transitional arrangements and is required to take into account the standard methodology for calculating Local Housing Need published by Government on 16 December 2020. This resulted in the Manchester LHN increasing by

914 homes per annum or almost 15,000 homes over the plan period which has been reflected in Manchester City Council's housing land target in PfE 2021.

(iii) As a direct result of new evidence/information being made available since October 2020

The evidence base underpinning the Places for Everyone Publication Plan 2021 builds on that compiled for GMSF 2020. Addenda have been produced where appropriate to outline the additional work which has been undertaken to take account of the changes between GMSF 2020 and Places for Everyone Publication Plan 2021 and the passage of time.

(iv) Clarification of policy wording

This category includes minor changes to a limited number of policies as a result of ongoing collaboration with statutory consultees, and to provide more clarity regarding implementation.

(v) Minor typographical changes

This category relates to the correction of spelling and grammatical errors only.

3. ASSESSMENT OF THE PROPOSED CHANGES

3.1 The revisions set out in Section 2 have been reviewed in order to consider their impact on the effect of the PfE 2021 on the remaining nine authorities, compared to the GMSF 2020. The assessment of the effect of the changes is set out below.

(i) As a direct result of the withdrawal of Stockport Council from GMSF

The effect on the remaining nine districts of the removal of the Stockport allocations and associated references is minimal.

The withdrawal of the Stockport allocations did not result in the need for the remaining nine districts to amend the distribution of their objectively assessed housing and employment needs. Therefore the spatial strategy for the remaining nine districts will have substantially the same effect as the GMSF 2020 would have had on the nine remaining districts.

The withdrawal of Stockport in December delayed publication of the plan under Regulation 19. The PfE Plan period has therefore been revised to 2021 to 2037, from 2020 to 2037 (that of GMSF 2020). As a result, the overall (and individual) housing and employment land targets have been amended and the ability of the land supply to meet these revised targets has consequently altered. Whilst a small number of changes have been made to allocations in Oldham and Salford, as a result of this, the resultant spatial strategy will have substantially the same effect as the GMSF 2020 would have had on the nine remaining districts.

The proposed Green Belt release in PfE 2021 equates to 1,755 hectares, equating to 3.3% of the current Green Belt covering the 9 districts. GMSF 2020 proposed Green Belt release of 1940 hectares, which equated to a 3.3% reduction in the extent of the Greater Manchester (all 10 districts) Green Belt.

In light of the above, it is considered that the revisions which fall into this category (as a direct result of the withdrawal of Stockport) would result in a plan which has a substantially the same effect on the participating nine districts as GMSF 2020.

(ii) As a direct result of changes to government policy since October 2020

A higher annualised plan figure for Manchester City than in the GMSF 2020 (2,951 vs 3527) has been introduced within PfE 2021 as a result of the revised LHN. Through this process Manchester City Council has identified sufficient land in the urban area to meet its increased need and consequently

remove a very small Green Belt housing site. This remains consistent with the GMSF 2020 spatial strategy which concentrated growth in the centre of the conurbation. Manchester City's increased LHN, and therefore its PfE 2021 housing target, helps to maintain a consistent spatial strategy, between the two plans, despite Stockport's withdrawal. and results in a Plan with substantially the same effect as the GMSF 2020 on the nine districts.

(iii) As a direct result of new evidence/information being made available since October 2020

The types of changes outlined in section 2.1(iii) above, which fall into this category have arisen out of the need to maintain an up-to-date evidence base, despite the passage of time since the GMSF 2020 and similarly the need to have continuous dialogue with key stakeholders on matters of strategic importance. The effect of the proposed amendments on the overall strategy and objectives of the plan have substantially the same effects on the participating nine districts as GMSF 2020.

(iv) Clarification of policy wording

Minor changes to policies, referred to in section 2.1(iv) above, have been made to assist interpretation of the policies. It is not considered that they impact on the overall objectives of the policies or specific allocations. Therefore, the effect of the policies on the remaining nine districts remains substantially the same as they did in GMSF 2020. However, they make the plan less ambiguous, in line with NPPF.

(vi) Minor typographical changes.

This category relates to the correction of spelling and grammatical errors only and therefore result in a plan which has a substantially the same effect on the participating districts as GMSF 2020.

3.2 Having considered the impact of the five different categories of changes above, it is necessary to consider if their cumulative impact would result in a plan which has a

substantially the same effect on the participating nine districts as GMSF 2020 In this context, it is important to note that, as with the above assessment, “substantially the same effect” does not mean “the same effect”. It allows for flexibility to address the fact that the plan now covers a different geographical area, with consequently different levels of needs and resulting changes to allocations.

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

3.4 As set out above, the resultant impact of the changes on the overall strategy of the joint plan and its effect on the remaining nine districts is limited.

3.5 On this basis, officers have concluded that the PfE2021 has substantially the same effect on the 9 boroughs as the GMSF 2020 and recommend that the plan proceed to a Publication stage (Regulation 19) consultation.

3.6 Leading Counsel has provided a note (Appendix 1) confirming the relevant statutory provisions and endorsing the approach and conclusions of officers that the plan has substantially the same effect.

3.7 On this basis the timetable for preparation of the PfE 2021 plan is:

- Publication Plan (Regulation 19) – period for representations August – October 2021
- Submission (Regulation 22) – January 2022
- Examination- 2022/23
- Adoption - 2023

4 PLACES FOR EVERYONE PUBLICATION PLAN 2021

4.1 The PfE2021 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. The Plan is not being prepared in isolation. It is supported by the Transport 2040 Delivery Plan, which will outline the interventions required to achieve the transport vision for the city region and is one of a suite of strategic documents setting out how Greater Manchester can achieve the ambition set out in the Greater Manchester Strategy. It sits alongside the Local Industrial Strategy, Housing Strategy, 5 Year Environment Plan, Digital and Cultural Strategies.

4.2 This is our plan for sustainable growth in the 9 boroughs, it;

- sets out how they should develop up to the year 2037,
- identifies the amount of new development that will come forward in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused,
- identifies the important environmental assets which will be protected and enhanced,
- allocates sites for employment and housing required outside of the urban area,
- supports the delivery of key infrastructure, such as transport and utilities,
- defines a new Green Belt boundary for the 9 boroughs.

4.3 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.

Spatial Strategy

4.4 The spatial strategy seeks to deliver sustainable, inclusive growth with the following 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 around 50% of overall housing supply is found here and, in the wards, immediately surrounding it (inner areas).
- 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, realising the opportunities offered by national infrastructure investment, e.g. HS2, whilst recognising the important green infrastructure assets in the area.

Jobs

4.5 Economic prosperity is central to the overall strategy. 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 communities are able to contribute to, and benefit from, growth.

4.6 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.

4.7 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.

4.8 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 a 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. 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. 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.

4.9 In pursuit of this, the plan sets a target for the nine districts of at least 1,900,000 sq.m. of new office floorspace and at least 3,330,000 sq.m. of industrial and warehousing floorspace over the plan period.

Homes

4.10 Greater Manchester is facing a housing crisis and the impact of Covid 19, with potential increases in unemployment will exacerbate this. Although the Greater Manchester authorities have 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.

4.11 Applying the current methodology means that around 10,300 (10,305) homes are required in per annum, equating to just under 165,000 (164,880) new homes over the plan period. The plan supports 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

4.12 The Plan is not solely concerned with accommodating development. It also includes a range of policies designed to protect and enhance our 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.

4.13 The Plan supports the important role of our natural assets by:

- Taking a landscape scale approach to nature restoration ;
- Seeking to protect and enhance our 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 the plan period.

4.14 Furthermore, the plan 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

4.15 There is a strong focus in the plan 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.

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

- Offices - 99%
- Industry and Warehousing- 47%
- Housing - 90%

4.17 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 Housing Fund is targeted at Combined Authorities and 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

4.18 The PfE 2021 Plan proposes a limited release of a Green Belt for both housing and employment. The net loss of Green Belt proposed is 1,754 hectares. This represents

a significant reduction from the 4,371 hectares which were proposed for release by the nine PfE districts 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

The proposals in the Plan would result in the overall extent of the nine PfE districts Green Belt reducing by by 3.3%. The current Green Belt covers almost 47% of the land covered by the nine PfE districts the proposals in this Plan would reduce this by just under 2% with over 45% (45.2%) of the PfE Plan remaining as designated Green Belt.

5. RELATIONSHIP WITH DISTRICT LOCAL PLANS

5.1 PfE2021 is key to create the foundations for the scale of growth and ambition across our boroughs. It will be part of the Development Plan for each participating local authority, but it is a high level, strategic plan and does not cover everything that a district local plan would. Appendix 2 sets out the policies in local plans which will be replaced by the PfE2021. Local plans will continue to be important to take forward the PfE2021 strategic policies and interpret these at a more detailed local level to support the creation of locally distinctive high quality places/neighbourhoods. Following adoption of the PfE2021, each district will be updating their own local plans.

6. INTEGRATED ASSESSMENT AND HABITATS REGULATIONS ASSESSMENT

6.1 As part of the development of the GMSF 2020, an Integrated Assessment (IA) was 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.

6.2 The IA 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.

6.3 Given the conclusion in section 3 that PfE 2021 has substantially the same effect as the GMSF 2020 would have had on the nine districts enabling the application of S.28(6)-(9) of the Planning and Compulsory Purchase Act 2004 and regulation 32 of the Town and Country Planning Local Plan Regulations, it follows that PfE should be considered as, in effect, the same Plan as the GMSF, albeit without one of the districts (Stockport). Therefore “the plan” which is being assessed is one and the same. Its content has changed over time through the iterative process of plan making, but its purpose has not. In view if this, the environmental assessments carried out at previous stages remain valid (including their scope). That said, addendum reports have been prepared to assess the impact of the changes between GMSF 2020 and PfE 2021 against the IA framework and these are available alongside the GMSF 2020 IA documentation.

6.4 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.

6.5 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.

6.6 As was the case with GMSF, PfE2021 is regarded as a Plan which is considered likely to have significant effect on one or more European protected site and has therefore been informed by an HRA with mitigation measures identified as appropriate.

7. EVIDENCE BASE

7.1 A comprehensive evidence base was assembled to support the policies and proposals in the GMSF 2020. This evidence base remains the fundamental basis for the PfE 2021and has remained available on the GMCA's website since October 2020. This evidence base has been reviewed and updated in the light of the change to the PfE2021 and, where appropriate addendum reports have been produced. The evidence documents which have informed the plan are available on the website, in advance of the formal consultation starting.

7.2 One key supporting document is the Statement of Common Ground. This will set out the key matters between the 9 authorities agreeing on the distribution and quantum of development contained in the Publication Plan. 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.

7.3 It will also deal with any matters with other organisations, including Stockport as one of our neighbouring local authorities, that need to be agreed to enable the Plan to be submitted next year. The position between Stockport and the remaining 9 Greater Manchester authorities has evolved from December 2020 when all 10 were co-operating on the Greater Manchester Spatial Framework, to the more recent position

where, in March 2021, the 9 remaining local authorities agreed to produce a joint plan (Places for Everyone) following the Stockport decision to withdraw from the joint plan to prepare its own local plan.

7.4 In the light of this it has been necessary to 'reset' the Duty to Co-operate arrangements. The outcome of the GMSF work was an agreed approach to the scale and distribution of development and a number of housing and employment allocations to ensure that the overall Vision and Objectives of the Plan were met. Whilst the outcome of the spatial strategy was some individual districts not meeting their LHN and some exceeding theirs, the extent to which districts were meeting need was never a defining factor in determining distribution. No district was identified as having 'unmet' needs as overall Greater Manchester was meeting its collective LHN and supporting the spatial strategy. At this point in time, the 9 districts do not have an understanding of what the Stockport land supply position is, and the assumptions underpinning Stockport's assessment of it and until this assessment is carried out it is too early to be able to have conclusive discussions on potential distribution of development needs. Duty to co-operate discussions with Stockport continue

7.5 The PfE2021 supporting documents can be found at (https://greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/supporting-documents/)

7.6 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.

8. PREVIOUS CONSULTATION

8.1 Four consultations have taken place in relation to the GMSF. The first, in November 2014 was on the scope of the plan and the 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.

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

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

8.4 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. As set out in paragraph 35 of the National Planning Policy Framework, plans are sound if they are;

(a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs 19 ; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

(b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;

(c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

(d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework.

8.5 Inspectors also consider submissions concerning legal compliance issues, for example the Integrated Assessment, the Habitats Assessment Regulation and the Duty to Co-operate.

9. COMMS AND ENGAGEMENT PLAN

9.1 The consultation will be carried out in line with the requirements of the district Statements of Community Involvement.

9.2 There is a detailed Comms, Engagement and Media plan that has been prepared to support this plan, its overarching aims are to -

- Position the consultation as a final opportunity to review the plan and the further detail and evidence ahead of it being submitted to Government in 2022
- Give all stakeholders the opportunity to review the document and supporting information in ways that are right for them
- Provide partners, including peers in districts, with the tools, messages and information they need to support local communication and engagement activity in their own borough
- Ensure the process to engage is inclusive of the different diverse groups across the city region
- Ensure all stakeholders, including the Mayor, the strategic lead for housing, homelessness and infrastructure and wider political stakeholders, are clear on the purpose of the consultation and communicate this to their own audiences
- Provide alternative and innovate ways of sharing the plan at a time when face to face engagement might not be appropriate.

9.3 Effective community and stakeholder engagement will be promoted by means which are reasonably practicable. Government guidance strongly encourages the use of online engagement methods. Greater Manchester Communications and Engagement team have developed several strategies to support this. These will be supplemented

by plans that are being prepared by the districts which consider the use of the following;

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

9.4 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 such as GM Equality groups or the VCSE sector;
- allowing individuals to nominate an advocate to share views on their behalf;
- Providing telephone information lines;
- Providing timed face-to-face information sessions for community representatives (maintaining social distancing as appropriate).

9.5 Given the ongoing uncertainty, around the type of social distancing 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.

9.6 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 as far as possible. Additionally a range of Topic Papers has been produced which explain the evidence and how it has informed the polices in the plan, enabling the reader to more easily understand the extensive evidence base.

9.7 We have been continually learning from consultation and communication activity, both relating to strategic plan development, and successfully carrying out these activities during a pandemic.

9.8 A detailed Comms, Engagement and Media plan is being developed wich aims to learn from the past and mitigate any risks there might be which would prevent people from being aware of or engaging in this stage of the plan.

10. NEXT STEPS

10.1 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 2021, a post-consultation report will be prepared and then the plan will be submitted to the Secretary of State for Examination in early 2022. Submission requires approval of each of the nine Full Councils of the participating local authorities. 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 prior to any submission of the plan.

10.2 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.

10.3 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 Full Councils of the 9 participating local authorities

11. RECOMMENDATIONS

11.1 Recommendations are found at the front of the report

Appendix 1

Places for Everyone Publication Plan 2021 & Regulation 32

OPINION

1. I am instructed by 9 Greater Manchester Authorities[1] to consider whether (a) the Places for Everyone ["PfE 2021"] Publication Plan 2021 draft joint development plan document "has substantially the same effect" "with respect to the areas of" these 9 authorities which have prepared it, as (b) Greater Manchester's Plan for Jobs, Homes & the Environment ["GMSF 2020"] Publication Plan 2020 did.
2. GMSF 2020 was prepared by the 9 PfE 2021 authorities *and* Stockport Council as their joint plan (a plan for the 10) however subsequently Stockport withdrew from the agreement to prepare a joint plan. The remaining 9 authorities have prepared PfE 2021 as their joint plan (a plan for the 9).
3. GMSF 2020 had reached the stage of publication under Regulation 19 of the 2012 Local Plan Regulations[2]. The combined effect of Section 28 of the Planning and Compulsory Purchase Act 2004 and Regulation 32(2) of the 2012 Local Plan Regulations is that if PfE 2021 "has substantially the same effect" "with respect to the areas of"[3] the 9 remaining authorities as GMSF 2020 did for the areas of these 9 authorities *then* PfE 2021 can proceed to publication under Regulation 19 without having to go back to an earlier stage in the process.
4. In my opinion, the word "substantially" in this context should be given its ordinary meaning of "for the most part" "essentially"[4] or to put it more colloquially *by and large.*
5. The report to the PfE Joint Committee scheduled for 20th July 2021 analyses the differences between PfE 2021 and GMSF 2020 and explains that they arise for one or other of five main reasons, namely:
    1) As a direct result of the withdrawal of Stockport Council from the process;
    2) As a direct result of changes to government policy;
    3) As a direct result of new evidence / information;
    4) As clarifications of wording, and

[1] Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan
[2] The Town and Country Planning (Local Planning) (England) Regulations 2012
[3] To quote from Regulation 32(2)
[4] OED

5) As corrections of typographical errors.

6. The report elaborates and discusses each category of change before concluding that PfE 2021 has substantially the same effect as GMSF 2020 with respect to the areas of the 9 authorities in question.
7. I have considered the report and the conclusion it reaches in this regard, and I have been able to compare PfE 2021 with GMSF 2020 for myself assisted by the officers' analysis.
8. Two points arise. *First*, in the event that the Joint Committee agrees with the officers' conclusion (that PfE 2021 has substantially the same effect as GMSF 2020 with respect to the areas of the 9 remaining authorities) would this conclusion be vulnerable to a legal challenge by judicial review on the basis that it is unreasonable? I put the question in that way because whether the two plans have substantially the same effect is a judgment-call for the Joint Committee, not for the courts. Instead, in the event of a legal challenge the court would consider whether the Joint Committee's conclusion is perverse in the sense of being so unreasonable that no reasonable authority could have reached that conclusion. Put another way, was the conclusion legally open to the Joint Committee. As can be seen from the nature of the concept, this is a high hurdle for any would-be challenger to surmount.
9. In my opinion, it is entirely open to the Joint Committee to agree with the officers' conclusion on the basis of the reasoning set out by the officers in the report. I fail to see how any such conclusion could be held to be unreasonable in the sense just explained. In other words, if the Joint Committee wishes to agree with the officers, it should feel itself legally free and able to do so.
10. *Secondly,* in my opinion, not only is the conclusion reached by officers one which it would be lawful for the Joint Committee to agree with, it is also the correct conclusion to reach. PfE 2021 does have substantially (as in for the most part, essentially, by and large) the same effect for the areas of the remaining 9 authorities as the GMSF 2020 did for their areas. I agree with the officers' reasoning.

Christopher Katkowski QC
7th July 2021

Kings Chambers

Appendix 2

Replaced District Local Plan Policies

A.1 Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012 explains that 'where a Local Plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.'

A.2 Upon adoption of this Plan a number of policies in district local plans will be partially replaced by policies in this Plan (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

Table A.1 Replaced Bolton Local Plan Policies

Policy	**Replaced by PFE policy/policies**
H1 Healthy Bolton	JP-P6
A1 Achieving Bolton	JP-P5
P1 Employment land	JP-J2, JP-J3 and JP-J4
P3.1 Waste hierarchy	JP-S7
P5.1 Accessibility by different types of transport	JP-C1
P5.2 Accessibility by public transport	JP-C3
P5.3 Freight movement	JP-C6
P5.4 Servicing arrangements	JP-C7
P5.6 Transport needs of people with disabilities	JP-C4
P5.7 Transport assessments and travel plans	JP-C7
S1 Safe Bolton	JP-C7 and JP-P1
CG1.1 Green infrastructure in rural areas	JP-G1, JP-G2, JP-G3, JP-G4, JP-G5 and JP-G7

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

Bury Council

Table A.2 Replaced Bury Local Plan Policies

Policy	**Replaced by PFE policy/policies**
EC1 Employment Land Provision	JP-J1
EC2 Existing Industrial Areas and Premises	JP-J2 and JP-J4
EC3 Improvement of Older Industrial Areas and Premises	JP-J2
EC3/1 Measures to Improve Industrial Areas	JP-J2
EC5 Offices	JP-J3
H1 Housing Land Provision	JP-H1
H2 Housing Environment and Design	JP-H3
H4 Housing Need	JP-H3
EN1 Environment	JP-P1
EN1/1 Visual Amenity	JP-P1
EN1/3 Landscaping Provision	JP-P1
EN1/11 Public Utility Infrastructure	JP-P1
EN2 Conservation and Listed Buildings	JP-P2
EN4 Energy Conservation	JP-S2 and JP-S3
EN4/1 Renewable Energy	JP-S2 and JP-S3
EN4/2 Energy Efficiency	JP-S2 and JP-S3

EN5 Flood Protection and Defence	JP-S5
EN5/1 New Development and Flood Risk	JP-S5
EN6 Conservation of the Natural Environment	JP-G9
EN6/5 Sites of Geological Interest	JP-G9
EN7 Pollution Control	JP-P1
EN7/1 Atmospheric Pollution	JP-S6
EN8 Woodland and Trees	JP-G7
EN9 Landscape	JP-G1
EN9/1 Special Landscape Area	JP-G1
OL1 Green Belt	JP-G10
OL1/1 Designation of Green Belt	JP-G10
OL3 Urban Open Space	JP-G6
OL3/1 Protection of Urban Open Space	JP-G6
OL5 River Valleys	JP-G3
RT2 New Provision for Recreation in the Urban Area	JP-P7
RT2/3 Education Recreation Facilities	JP-P7
RT2/4 Dual-Use of Education Facilities	JP-P7
RT3 Recreation In The Countryside	JP-G3, JP-G2 and JP-G5
HT1 A Balanced Transportation Strategy	JP-C1, JP-P1 and JP-C4
HT2/6 – Replacement Car Parking	JP-C7
HT2/10 – Development Affecting Trunk Roads	JP-C7
HT3 Public Transport	JP-C1 and JP-C3
HT4 New Development	JP-C7
HT6 Pedestrians and Cyclists	JP-C1, JP-C4 and JP-C5
HT6/2 – Pedestrian/Vehicular Conflict	JP-C4 and JP-C5
HT7 Freight	JP-C6
CF1 Proposals for New and Improved Community Facilities	JP-P1 and JP-P3
CF2 Education Land and Buildings	JP-P5

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

Manchester City Council

Table A.3 Replaced Manchester Local Plan Policies

Policy	**Replaced by PFE policy/policies**
SP1 Spatial Principles (Partially)	JP-S1
EC1 Employment and Economic Growth in Manchester (Partially)	JP-J3 and JP-J4
H1 Overall Housing Provision (Partially)	JP-H1
H2 Strategic Housing Location (Partially)	JP-S1, JP-S2 and JP-S5
H8 Affordable Housing (Partially)	JP-H2
T1 Sustainable Transport (Partially)	JP-C1
EN3 Heritage (Partially)	JP-P2
EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Partially)	JP-S2
EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies (Partially)	JP-S2
EN8 Adaption to Climate Change (Partially)	JP-S2 and JP-S4
EN14 Flood Risk (Partially)	JP-G9
EN15 Biodiversity and Geological Conservation (Partially)	JP-G9
EN16 Air Quality (Partially)	JP-S6
EN17 Water Quality (Partially)	JP-S5

Oldham Council

Table A.4 Replaced Oldham Local Plan Policies

Policy	Replaced by PFE policy/policies
3 An Address of Choice (Partially)	JP-H1
4 Promoting Sustainable Regeneration and Prosperity (Partially)	JP-J3 and JP-J4
5 Promoting Accessibility and Sustainable Transport Modes (Partially)	JP-C3, JP-C4, JP-C5 and JP-C7
18 Energy (Partially)	JP-S2
19 Flooding (Partially)	JP-S5
20 Design	JP-P1
22 Protecting Open Land (Partially)	JPA12, JPA14, JPA15, JPA16 and JP-G10
25 Developer Contributions	JP-D2
UDP Policy B1.1.24 Royton Moss, Moss Lane, Royton	JPA14
UDP Policy H1.2.17 Housing Land Release Phase II	JPA17
UDP Policy OE1.8 Major Developed Site in the Green Belt	JPA15

Rochdale Council

Table A.5 Replaced Rochdale Local Plan Policies

Policy	Replaced by PFE policy/policies
E2 Increasing jobs and prosperity (Partially)	JP-J3 and JP-J4
E4 Managing the release of land to meet future employment needs	JP-J1, JP-J2, JP-J3 and JP-J4
C1 Delivering the right amount of housing in the right places (Partially)	JP-H1
G1 Tackling and adapting to climate change	JP-S1, JP-S2 and JP-S3
G2 Energy and new development	JP-S1, JP-S2 and JP-S3
G3 Renewable and low carbon energy developments (Partially)	JP-S1, JP-S2 and JP-S3
G4 Protecting Green Belt land	JP-G10

G5 Managing protected open land (Partially)	JP-G10

Salford Council

Table A.6 Replaced Salford Local Plan Policies

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

Tameside Council

Table A.7 Replaced Tameside Local Plan Policies

Policy	Replaced by PFE policy/policies
H1 Housing Land Provision (Partially)	JP-H1
H7 Mixed Use and Density (Partially)	JP-H4
OL1 Protection of the Green Belt	JP-G10
OL2 Existing Buildings in the Green Belt	JP-G10
OL3 Major Developed Sites in the Green Belt	JP-G10
T7 Cycling (Partially)	JP-C5 and JP-C7
T8 Walking (Partially)	JP-C5 and JP-C7
MW14 Air Quality (Partially)	JP-S6
U4 Flood Prevention (Partially)	JP-S5

Trafford Council

Table A.8 Replaced Trafford Local Plan Policies

Policy	Replaced by PFE policy/policies

SL1 Pomona Island (Partially)	JP-S5
SL2 Trafford Wharfside (Partially)	JP-S1 and JP-S3
SL5 Carrington (Partially)	JP-S9, JP-S11 and JPA33
L1 Land For New Homes (Partially)	JP-H1 and JP-H4
L2 Meeting Housing Needs (Partially)	JP-H2 and JP-H3
L3 Regeneration and Reducing Inequalities (Partially)	JP-S5 and JP-S11
L4 Sustainable Transport and Accessibility (Partially)	JP-S14, JP-C1, JP-C3, JP-C4, JP-C5, JP-C6 and JP-C7
L5 Climate Change (Partially)	JP-S2, JP-S3, JP-S5 and JP-S6
L6 Waste (Partially)	JP-S7
L7 Design (Partially)	JP-P1
L8 Planning Obligations (Partially)	JP-D1 and JP-D2
W1 Economy (Partially)	JP-S9, JP-J1, JP-J2, JP-J3 and JP-J4
W2 Town Centres and Retail (Partially)	JP-S9, JP-S12 and JP-P4
W3 Minerals (Partially)	JP-S7
R1 Historic Environment (Partially)	JP-P2
R2 Natural Environment (Partially)	JP-S13, JP-G1, JP-G3, JP-G4, JP-G7, JP-G9 and JP-G10
R3 Green Infrastructure (Partially)	JP-S13, JP-G2, JP-G3, JP-G4, JP-G7 and JP-G9
R4 Green Belt, Countryside and Other Protected Open Land (Partially)	JP-S9, JP-S10, JP-S11, JP-G11, JP-G12, JPA3.2 and JPA33
R5 Open Space, Sport and Recreation (Partially)	JP-G6 and JP-P7
R6 Culture and Tourism (Partially)	JP-P3

Wigan Council

Table A.9 Replaced Wigan Local Plan Policies

Policy	**Replaced by PFE policy/policies**
SD1 Presumption in Favour of Sustainable Development	JP-S1
CP1 Health and Wellbeing	JP-P6
CP4 Education and Learning	JP-P5

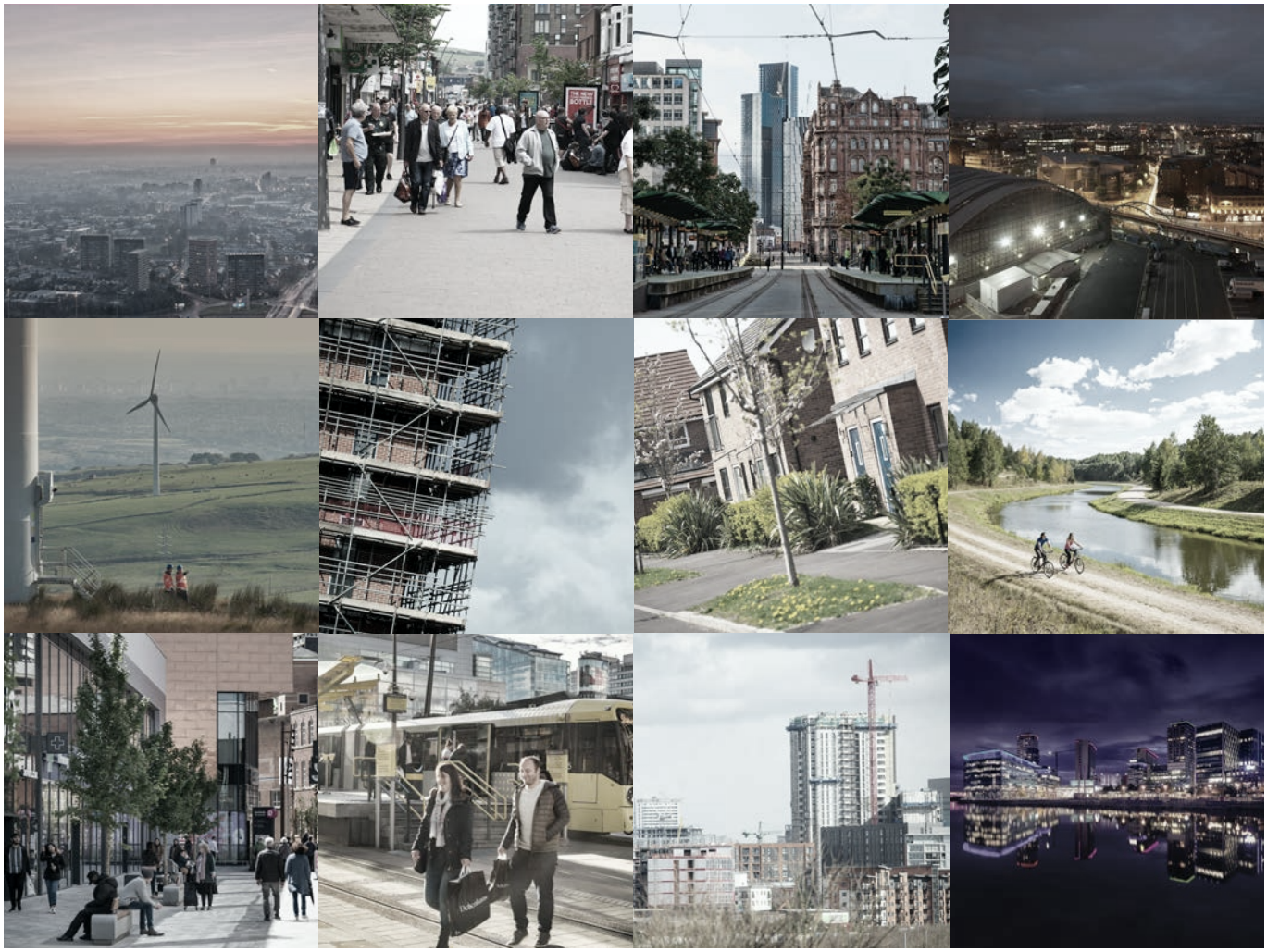
CP5 Economy and Environment	JP-J1 and JP-J2
CP6 Housing (Clause 1 only)	JP-H1
CP8 Green Belt and Safeguarded Land	JP-G10 and JP-G11
CP9 Landscape and Green Infrastructure	JP-G1 and JP-G2
CP12 Wildlife Habitats and Species	JP-G9
CP13 Low Carbon Development	JP-S2 and JP-S3
CP14 Waste	JP-S7
CP15 Minerals	JP-S2 and JP-S7

August 2021

Places For Everyone

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

Publication Stage



GREATER MANCHESTER
DOING THINGS DIFFERENTLY

ANDY BURNHAM

Mayor of Greater Manchester

PAUL DENNETT

GM Portfolio Lead Housing, Homelessness and Infrastructure

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

1.3 Those plans have been put into action, delivering:

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

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

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

1.6 Covid 19 has had a major impact on the way people live and work over the shorter term with a high degree of uncertainty over its impact in the long term. In response the Government has been very clear that we need to positively plan for recovery. The Government first made

commitments to supporting economic recovery in mid-2020, for example with the Prime Minister's Build, Build, Build announcement at the end of June 2020 setting a context for England as we recover from Covid-19.

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

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

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

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

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

A renewed vision

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

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

1.14 Our vision is to have capitalised on the opportunities highlighted by the recent pandemic, for example the increase in cycling and walking and the acceleration in flexible working, and harnessed this to cement real benefits for our towns and cities. This offers a real opportunity to support the transition of our centres as they experience the continued (and possibly accelerated) decline in their traditional retail role. Our boroughs need to be places where we can meet the housing needs of our residents, where all of our people can access the services they require through high quality digital communications. And one of the biggest lessons of the pandemic is the importance of good quality greenspace close to where people live. This is particularly important in our densely populated and deprived neighbourhoods. Urban greenspace is under pressure and needs to be protected and enhanced wherever possible. The proposals for the first city centre park at Mayfield is leading the way.

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

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

Places for Everyone: Publication Plan

1.17 Up until December 2020 a joint development plan document of the ten Greater Manchester local authorities was being prepared, Greater Manchester's Plan for Jobs, Homes & the Environment (known as the "GMSF"). However, the decision at Stockport Council's meeting on 3 December to not submit the GMSF 2020 to the Secretary of State for independent

examination following the consultation period, and the subsequent resolution at its Cabinet meeting on 4 December not to publish the GMSF 2020 for consultation, in effect signalled the end of the GMSF as a joint plan of the ten.

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

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

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

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

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

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

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

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

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

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

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

- sets out how they should develop up to the year 2037;
- identifies the amount of new development that will come forward in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused;
- identifies the important environmental assets which will be protected and enhanced;
- allocates sites for employment and housing outside of the urban area;
- supports the delivery of key infrastructure, such as transport and utilities;
- defines a new Green Belt boundary for the nine boroughs.

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

Spatial Strategy

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

- Significant growth in jobs and housing at the core – continuing development in that part of the ‘core growth area’ encompassing the city centre and beyond to the Etihad in the

east, through to the Quays, Trafford Park and Port Salford in the west. The majority of commercial employment growth is proposed in this area;

- Inner Area Regeneration of those parts of Manchester, Salford and Trafford surrounding the Core Growth Area. Together with the Core Growth Area, around 50% of overall housing supply is found here;
- Boosting the competitiveness of the northern districts – addressing the disparities by the provision of significant new employment opportunities and supporting infrastructure and a commitment that collectively the northern districts meet their own local housing need;
- Sustaining the competitiveness of the southern districts – supporting key economic drivers, for example around Wythenshawe hospital and the Airport and realising the opportunities offered by national infrastructure investment, e.g. HS2, whilst recognising the important green infrastructure assets in the area.

Good jobs

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

1.30 Opportunities for 're-shoring', that is bringing manufacturing activity back to the UK, and the increasing demand for logistics and warehousing, could lead to opportunities to provide good employment opportunities across the Plan area. Meeting market demand for sites and infrastructure is essential 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.

1.31 Greater Manchester has developed a Local Industrial Strategy, agreed with Government which sets out how the city region will build on its unique strengths and opportunities and capitalise on the creativity of its people to create a digital-enabled, green city region. This plan seeks to support Greater Manchester's economic ambitions by providing land to meet the widest range of employment opportunities helping to ensure that Greater Manchester remains as competitive as possible in uncertain times.

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

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

1.34 Through this plan we are looking to create more favourable conditions for growth by providing sites for advanced manufacturing, digital and tech jobs in areas where the urban land supply cannot support the scale or quality of development required. In response to comments received both in 2016 and further in 2019, the amount of employment land identified in the PfE Plan area, up to 2037 has been significantly reduced since the 2016 GMSF (by approx. 40%) to keep the release of Green Belt to a minimum and in order that the level of employment growth broadly correlates with our new housing requirement for Greater Manchester. Several of the sites are large in scale and will be partially delivered beyond 2037. 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.

Good homes

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

1.36 A key objective of the Places for Everyone Plan is to meet our Local Housing Need – using the Government's standard methodology this equates to almost 165,000 homes over the plan period (2021-2037). 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 this Plan.

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

1.38 The plan sets out an ambition for the boroughs to enable delivery of their share of Greater Manchester's 50,000 additional affordable homes over the plan period as well as a requirement for all homes to meet the nationally described space standards and the 'accessible and adaptable' standard as set out in Part M of the Building regulations.

Good places

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

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

Brownfield preference

1.41 As part of this consultation we are being as transparent as possible about the land we have identified within the urban area. The land supply position for the nine districts 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 nine districts have been able to maximise the supply of the brownfield land at the core of the conurbation and limit the need extent of Green Belt release.

1.42 The majority of development between 2021 and 2037 (the "plan period") will be on land within the urban area, most of which is brownfield land. Within the plan period around 90% of housing, 99% of offices and 47% of industrial and warehousing development is within the urban area.

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

1.44 We are however adopting a 'brownfield preference' policy – we will do all that we can to make sure that our brownfield sites come forward in the early part of the plan period however to do this we need to continue to press Government for support to remediate contaminated land, to provide funding for infrastructure and to support alternative models of housing delivery.

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

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

Green Belt

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

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

Net loss

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

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

1.50 The net amount of Green Belt land proposed for release is 1,754 hectares – in relation to the nine districts preparing this Plan, this means a 3.3% reduction in the size of the Green Belt compared to an 8.1% reduction in 2016.

1.51 The nine boroughs cover some 115,084 hectares, almost half (46.7%) is designated as Green Belt. The proposals in the Places for Everyone: Publication Plan 2021 would result in Green Belt covering just over 45% of the nine districts.

Becoming Carbon Neutral by 2038

1.52 This Plan sets out proposals to support the Greater Manchester ambition to be a carbon neutral city-region by 2038. A key element of this is to 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 we will not support fracking.

Infrastructure required to support scale and pattern of growth

1.53 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.

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

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

1.56 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

1.57 The Places for Everyone Plan is the strategic spatial plan for our nine boroughs and as such sets out our planning policy framework. All policies within the plan are "strategic policies". It is being prepared as a Joint Development Plan Document of the nine local planning authorities. It is a strategic plan and does not cover everything that a district local plan would.

Districts will continue to produce their own Local Plans setting out more detailed policies reflecting local circumstances. Appendix A sets out the policies in the relevant GM district local plans which will be replaced by the Places for Everyone Plan.

1.58 Once the Places for Everyone Plan is adopted it will form part of the relevant authority's development plan. The evidence that underpins the Places for Everyone Plan will also inform district level plans.

Process for Producing the Places for Everyone Plan

1.59 The Places for Everyone Plan began life as a joint Development Plan Document of the ten Greater Manchester districts. Following a recommendation from AGMA Executive Board in November 2014, the 10 Local Planning Authorities in Greater Manchester (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford and Wigan) agreed to prepare a joint Development Plan Document to set out the approach to housing and employment land across Greater Manchester for the next 20 years.

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

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

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

1.63 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 nine 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 nine 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 nine councils must be confident that the policies within the Plan can be achieved within the Plan period (2021 to 2037). The nine councils must also work with neighbouring authorities such as Stockport, 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 Places for Everyone Plan must not conflict with these policies.**

Submissions will also be considered by the Inspectors appointed to carry out the independent Examination in Public, concerning legal compliance issues, for example the Integrated Assessment, the Habitats Assessment Regulation and the Duty to Co-operate.

1.64 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

1.65 The consultation will run for 8 weeks, beginning in August 2021.

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

1.67 All responses will be forwarded electronically for consideration at the Examination in Public (EiP). The easiest way to respond is online. This is easy to do via our online portal. 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 will not be able to respond via the portal. Therefore, details of how to respond by email or post will be made available. Please note that personal details of those making representations, including name and contact information must be published and shared with the Programme Officer and Planning Inspectorate for those that wish their representations to be considered through the

Examination in Public process. A full privacy notice is available, explaining how your data will be shared. It is strongly advised that this is read before submitting any representation to this Plan.

1.68 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



Our Plan Area

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

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

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

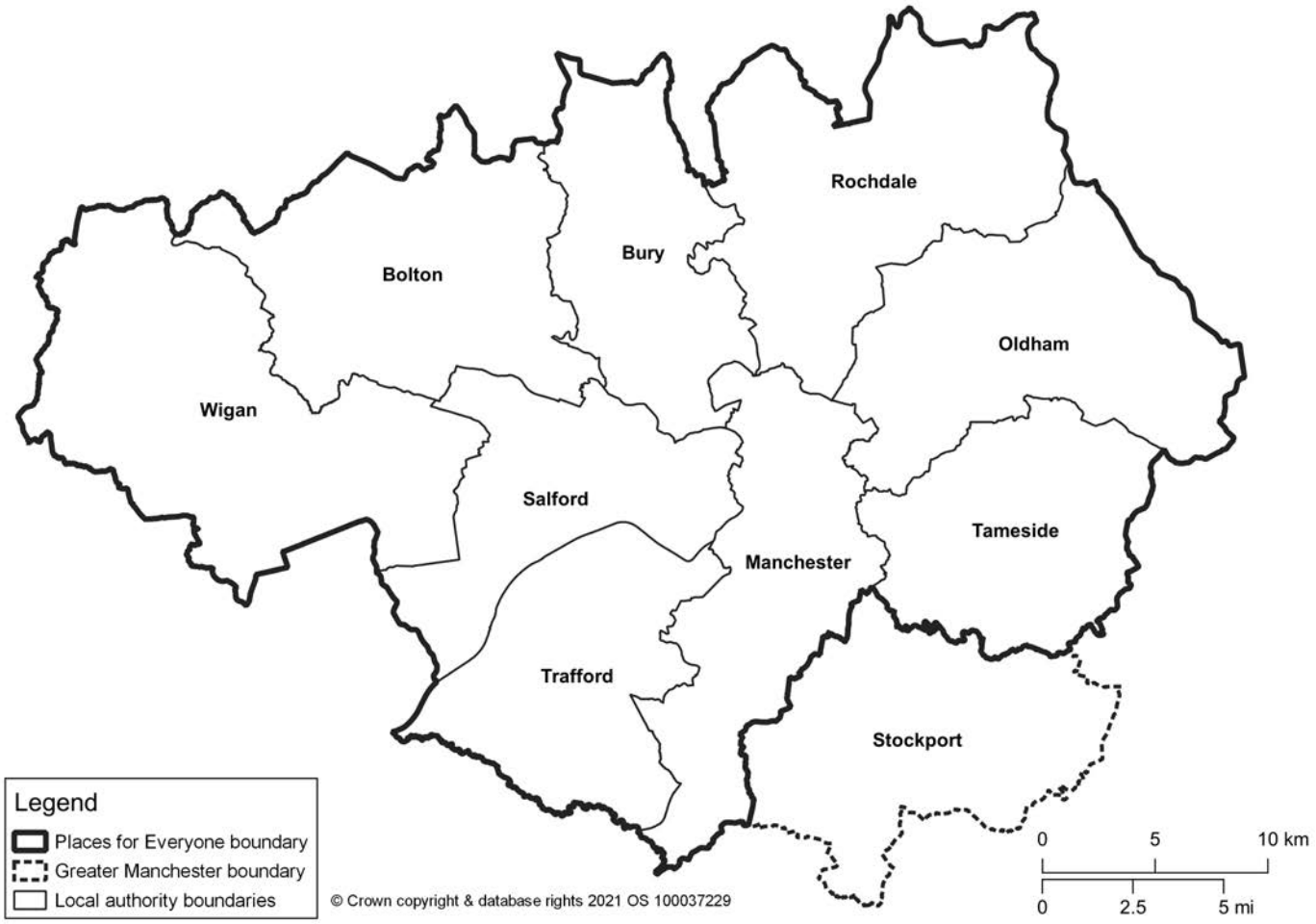


Figure 2.1 The Places for Everyone Plan boundary within the Greater Manchester context

2.4 Greater Manchester is home to around 2.8 million people, and has seen an increase of almost 200,000 residents in the last decade alone[(1)]. The population of the nine districts in PfE 2021 is approximately 2.5 million, having grown by almost 185,000 in a decade. The population of Greater Manchester is forecast to have grown by around another 190,000 people by 2037 (of which just over 170,000 will be within the nine districts making up the PfE Plan area). This growth, in turn, will contribute to a significant increase in households. 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 Greater Manchester's population growth over the period up to 2037 or just over 50% of the population growth in the PfE Plan area.

1 ONS 2019-midyear estimates Population estimates for the UK, England and Wales, Scotland and Northern Ireland - Office for National Statistics (ons.gov.uk)

2.5 Greater Manchester is one of the most economically diverse conurbations in the UK.[2] It is the main driver of the Northern economy, generating nearly 40% of total output (GVA) in the North West and almost 20% across the North of England, of which the districts in the PfE Plan area contribute nearly 90%.

2.6 Around 1.5 million jobs are provided within Greater Manchester (with just under 1.4 million within the PfE Plan area), with considerable growth over the last few decades in service sector employment such as professional services and administration. There has been a considerable reduction in manufacturing jobs, but this sector continues to be one of the most productive in Greater Manchester. The baseline economic forecast foresees an increase of around 100,000 jobs by 2037 (of which approximately 90% is forecast to be within the PfE Plan area). Similar changes in the sectoral mix to the recent past are forecast, although a more ambitious accelerated growth scenario estimates an increase of just over 170,000 jobs across Greater Manchester. Employment opportunities are unevenly dispersed across Greater Manchester, with by far the most significant concentration currently being in the City Centre and adjoining areas such as Salford Quays, which collectively account for around 20% of all jobs. Baseline economic trends[3] 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 our districts over the coming years: the exit of the UK from the European Union and the Covid-19 pandemic. There are significant uncertainties over future trade and customs arrangements, the level and type of international migration, future exchange rate movements and the impacts that all of this could have for business investment, job creation and labour supply as a result of the UK exit from the European Union.

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

2 ONS (2016) Krugman Specialisation Index
3 GMFM 2018

- 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.”

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

Core Growth Area

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

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

2.12 The growth potential of the Core Growth Area will continue through higher density development, building in opportunity areas, The Oxford Road Corridor, the existing office sectors, HS2 station proposals and improving the connections to other areas of Greater Manchester, which will all assist growth within our boroughs. However, it will be particularly important that it has outstanding local and global connections supporting its wider reach.

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

International Connections

2.14 Manchester Airport is the third busiest passenger airport in the UK, and the largest outside London, handling c. 28 million passengers in 2019 and adding £1.4bn GVA to the regional economy and supporting c. 25,000 jobs on-site. It is the only airport in the country other than Heathrow to have two full length runways, but with the key advantage of having significant

spare capacity, and the potential to grow to some 55 million passengers a year. Unique among non-London airports, it has the infrastructure, connectivity and scale to sustain a growing network of medium and long-haul routes. This enables northern Britain to benefit from a major international air gateway for both business and leisure traffic, passengers and freight. This is a vitally important role not just for us but also for a much wider area across the North and Midlands, enabling businesses and residents to access opportunities across the globe and providing a key access point for international visitors to the UK. The airport is a key factor in realising the wider growth agenda for the North and unlocking the economic potential of cities and regions within its catchment area with approximately 22 million people living within two hours of it. More locally, the emerging Airport City development (part of the Greater Manchester Enterprise Zone) is creating a major new economic asset, attracting global occupiers and investment attracted by the unrivalled connectivity.

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

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

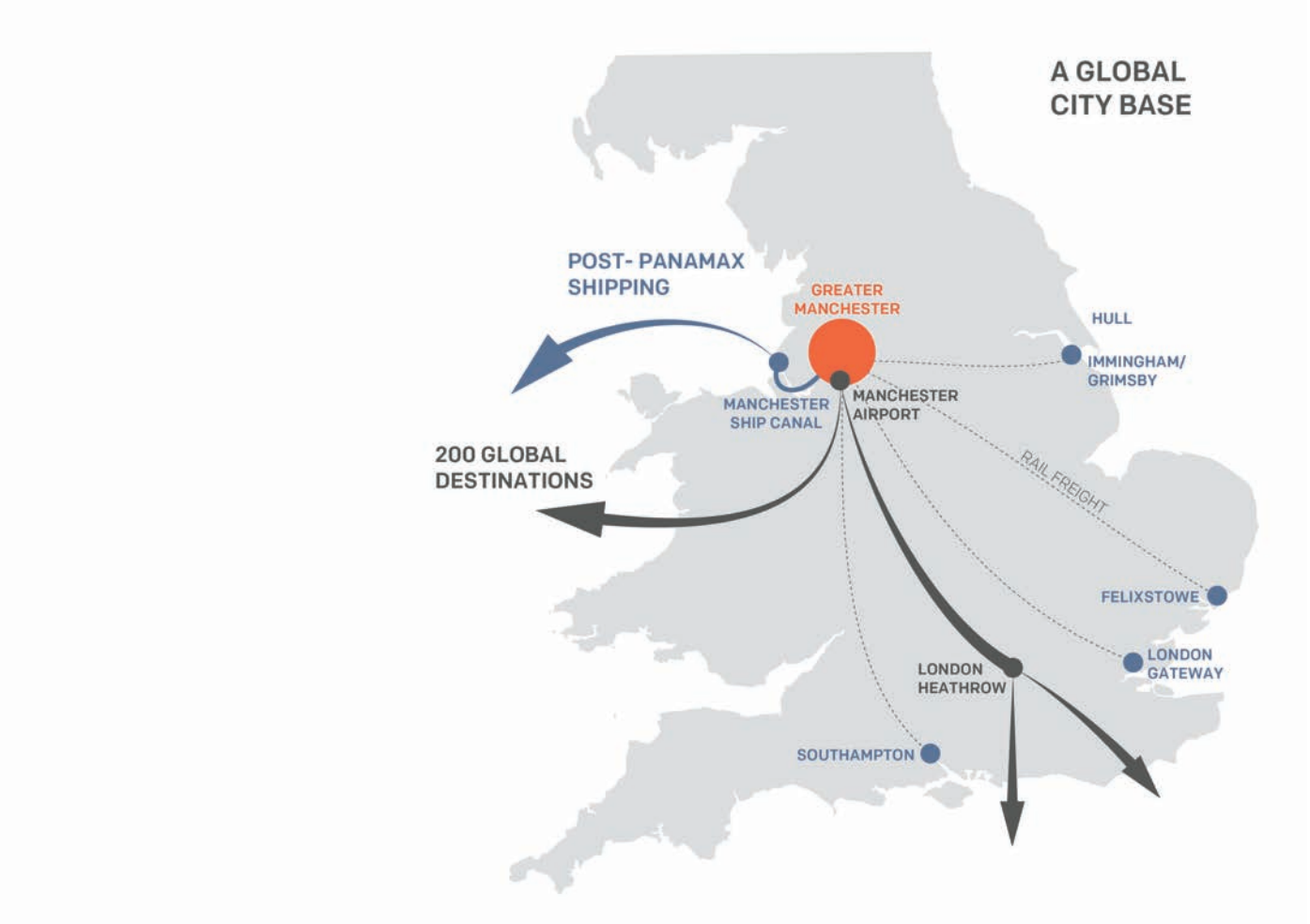


Figure 2.2 A Global City

A Top Global City

2.17 By the end of the Plan period, Greater Manchester aims to be a top global city.[4] To do this it will require a range of attributes, including a strong economy, skilled residents, a high quality of place and the environment, and a diverse portfolio of investment and development opportunities. Through this plan we can play a vital role in delivering Greater Manchester's ambition of becoming a top global city.

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

4 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 a number of direct rail routes 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".[5]

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

5 HM Government (November 2016) Northern Powerhouse strategy

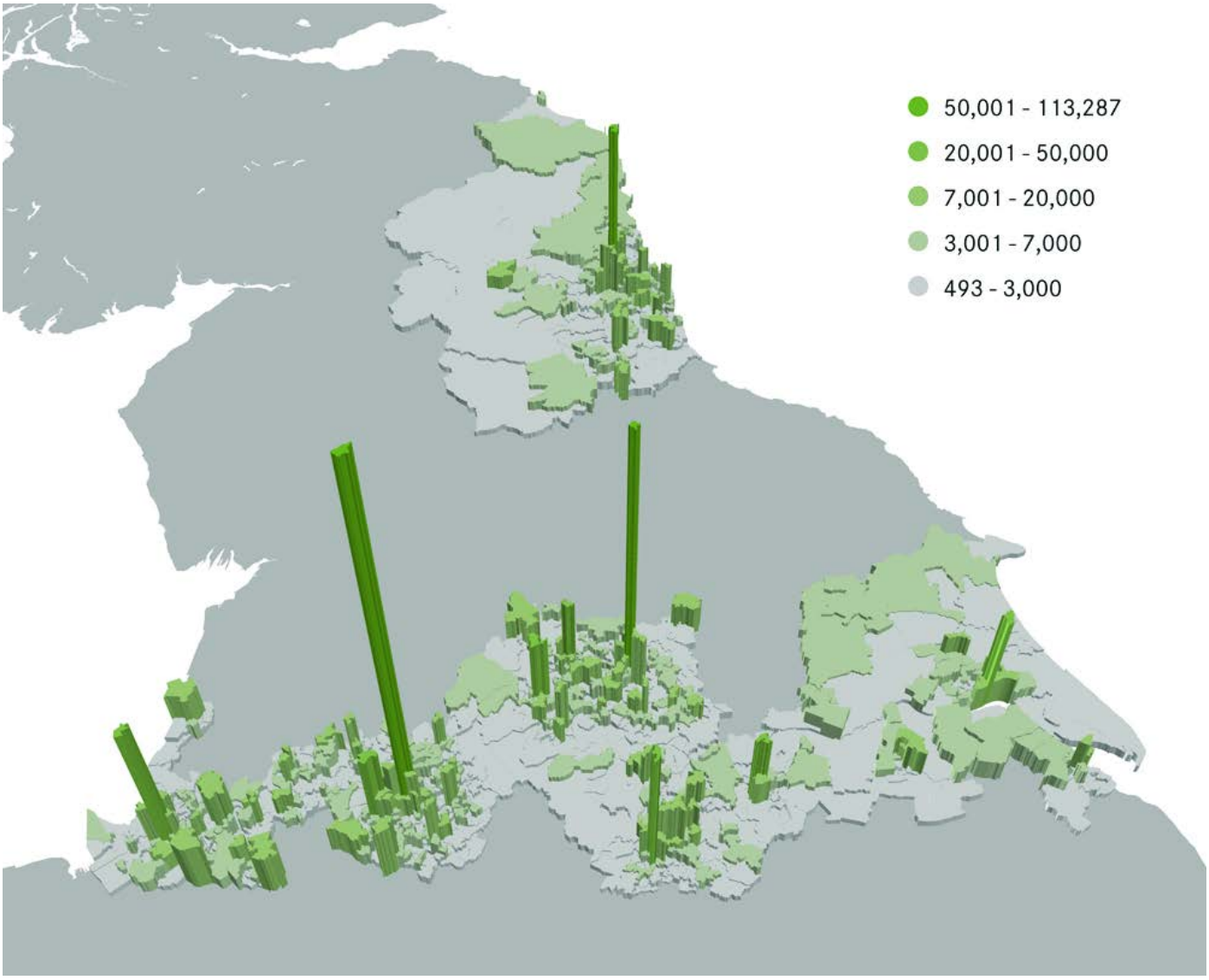


Figure 2.3 Geography of jobs across the Northern Powerhouse (source: Centre for Cities (June 2015) Northern Powerhouse factsheet: Key figures on the city regions in the Northern Powerhouse, p.5)

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 our boroughs, Greater Manchester, as a whole, and the wider North.

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

Inclusive Growth

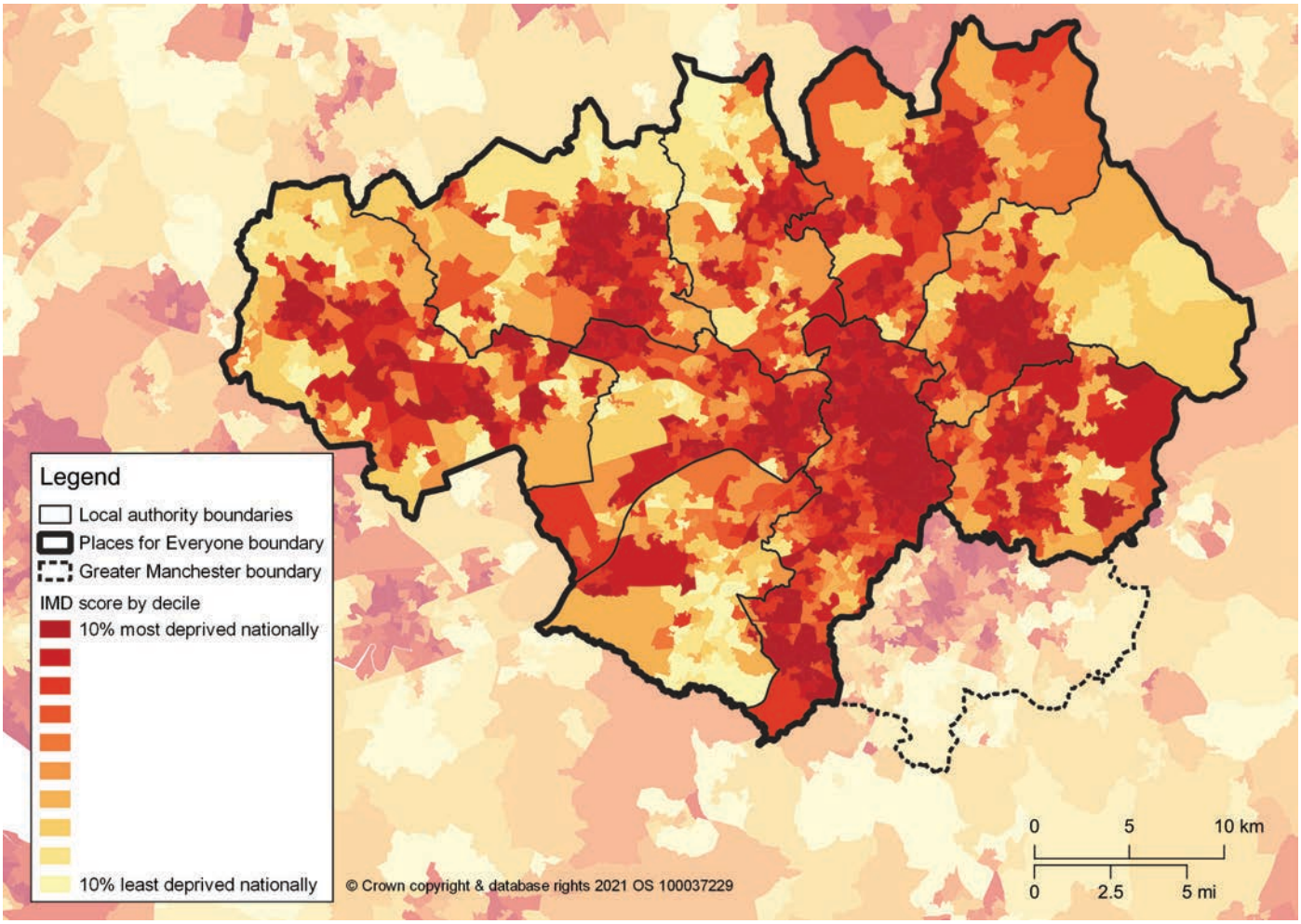
2.29 Over recent years, growth across the Plan area has been concentrated in the three local authority areas of Manchester, Salford and Trafford. For example, over the period 2001-2016, they accounted for two-thirds of the growth in population, employment and economic activity (measured by GVA) in Greater Manchester.[6] Population increased by around 20% across Manchester, Salford and Trafford over that period compared to just over 6% across the remaining six districts (combined) of the PfE Plan area, although this contrasts with the preceding half century when Manchester and Salford lost well over one-third of their population.[7] 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

6 ONS mid-year population estimates, and Greater Manchester Forecasting Model 2018

7 GB Historical GIS / University of Portsmouth, Bolton District through time | Population Statistics | Total Population, A Vision of Britain through Time, 1951-2001

2020-2037, around 60% of GVA growth, and 90% of the increase in employment.[8] This would consolidate the concentration of growth in the central and southern areas of Greater Manchester.

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 the Plan area, including those areas that have seen a concentration of growth over recent years and in parts of otherwise affluent boroughs. There is a particularly high concentration of deprivation in the central areas, with Manchester the second most deprived local authority area in England on two measures.[9]



Picture 2.2 2019 Index of Multiple Deprivation

8 ONS 2018-based sub-national population projections, and Greater Manchester Forecasting Model 2018

9 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

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.[10] When a broad range of socio-economic measures are considered, such as levels of economic activity, qualifications, occupation, household incomes, house prices, poor health, population change and housing development, in overall terms the northern areas of Greater Manchester excluding Bury (Wigan, Bolton, Rochdale, Oldham and Tameside) perform significantly worse overall than the southern areas.

2.32 Although both the central areas and the northern parts of Greater Manchester suffer from high levels of deprivation, there are differences between them in terms of how this manifests and the development pressures that they face. The inner areas surrounding the City Centre and the Quays have seen much higher levels of recent population growth, being a key focus for inward 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.[11]

Key challenges for the Places for Everyone Plan

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

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

10 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

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

Vision



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

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

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

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

3.3 Figure 3.1 'Key Diagram' illustrates the Plan's spatial strategy, showing the locations that will be the main focus for development up to 2037.

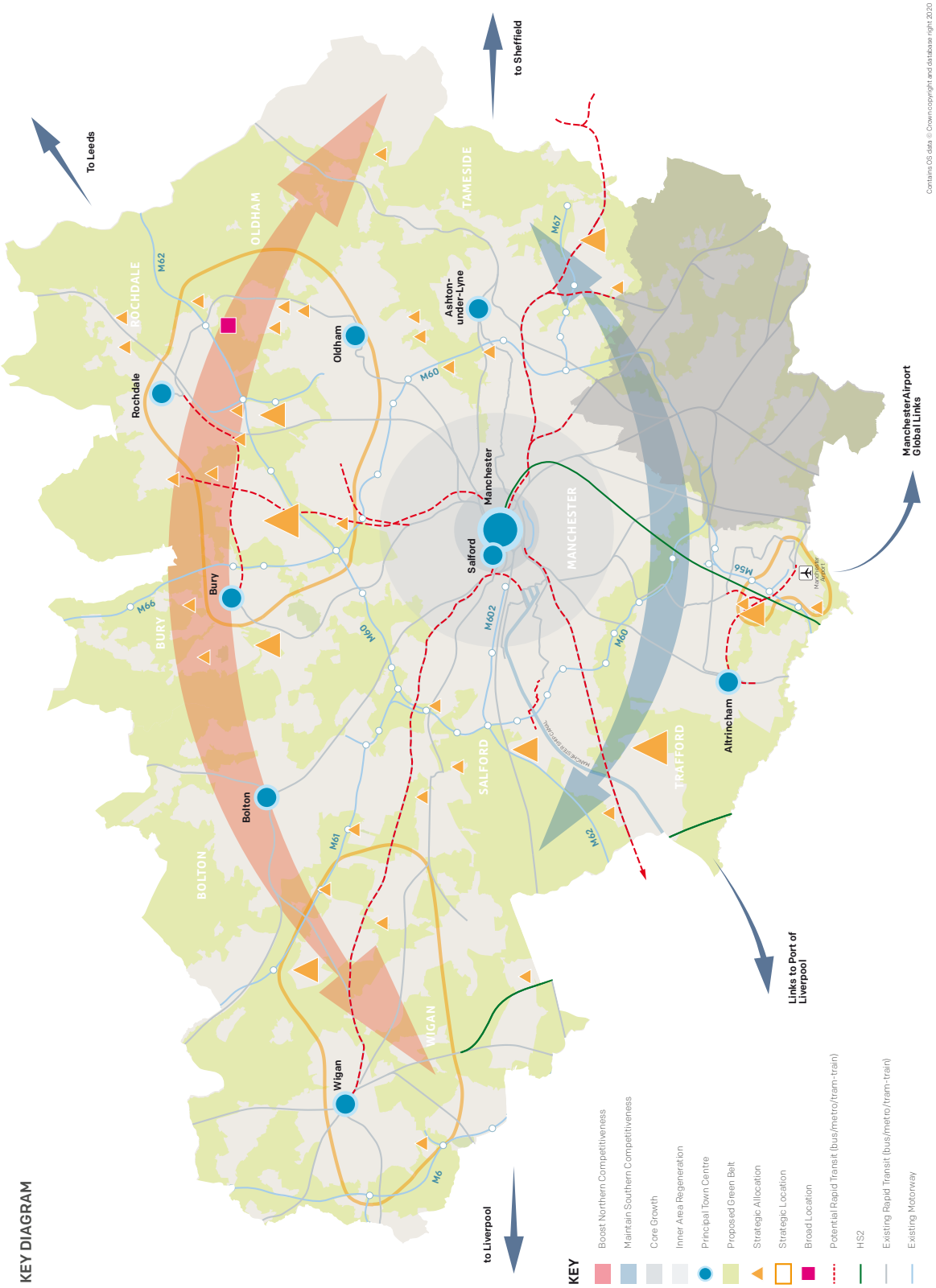


Figure 3.1 Key Diagram

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

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

We will:

- Ensure there is adequate development land to meet our employment needs;
- Prioritise the use of brownfield land;
- Ensure there is a diverse range of employment sites and premises;
- Facilitate the development of high value clusters in 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 our wards in the 10% most deprived nationally.

Objective 6

Promote the sustainable movement of people, goods and information.

We will:

- Enhance our existing transport network;
- Focus new development within 800m of sustainable transport hubs;
- Ensure new development is designed to encourage and enable active and sustainable travel;
- Expand our transport network to facilitate new areas of sustainable and inclusive growth;
- Capitalise on national and regional investment in transport infrastructure;
- Improve opportunities for sustainable freight;
- Ensure new development provides opportunities for affordable, high quality digital infrastructure.

Objective 7

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

We will:

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

Objective 8

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

We will:

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

Objective 9

Ensure access to physical and social infrastructure.

We will:

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

Objective 10

Promote the health and wellbeing of communities.

We will:

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

Strategy



Inclusive Growth

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

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

Making the Most of Key Locations and Assets

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

4.3 Key locations and assets include:

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

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

Addressing Disparities

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

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

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

Efficient Use of Land Resources

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

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

4.10 An essential aspect of the efficient and effective use of land will be 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 plan area will also be well-placed in this regard.

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

Opportunities and Challenges

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

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

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

Spatial Strategy

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

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

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

4.20 This approach is summarised in Figure 4.1 'Spatial Strategy' and explained in more detail in the rest of this chapter.

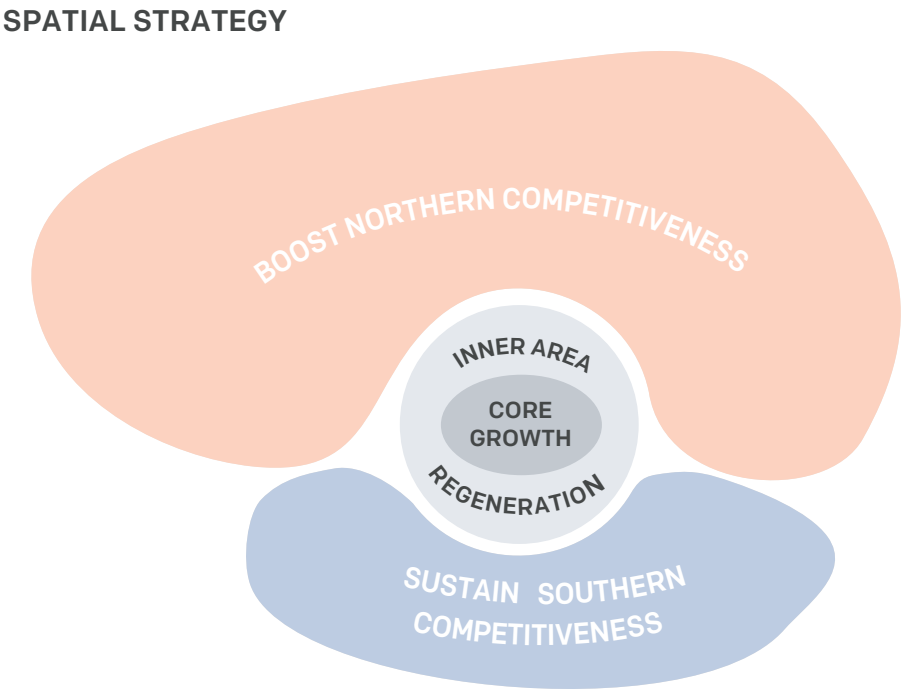


Figure 4.1 Spatial Strategy

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

- Core Growth Area: central Manchester, south-east Salford, and north Trafford
- Inner Area Regeneration: surrounding inner parts of Manchester, Salford and Trafford

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

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

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.

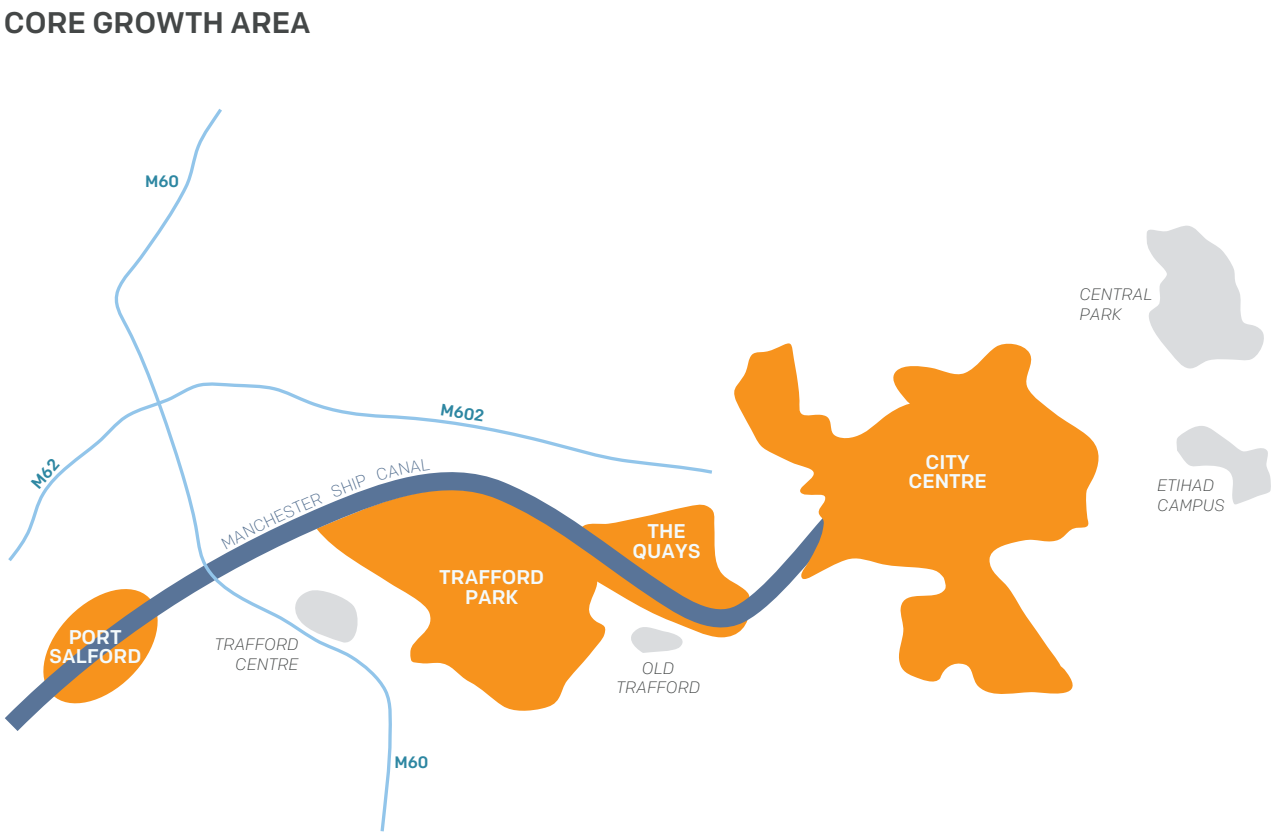


Figure 4.2 Core Growth Area

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

4.25 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 JP-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. In total sufficient land has been identified in the Core Growth Area for almost 98,000 new homes.

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

Over the period 2020-2037, land to accommodate around 2,200,000 sqm of office floorspace, around 56,000 new dwellings and minimal industry and warehousing (just over 35,000 sqm) has been identified within the City Centre.

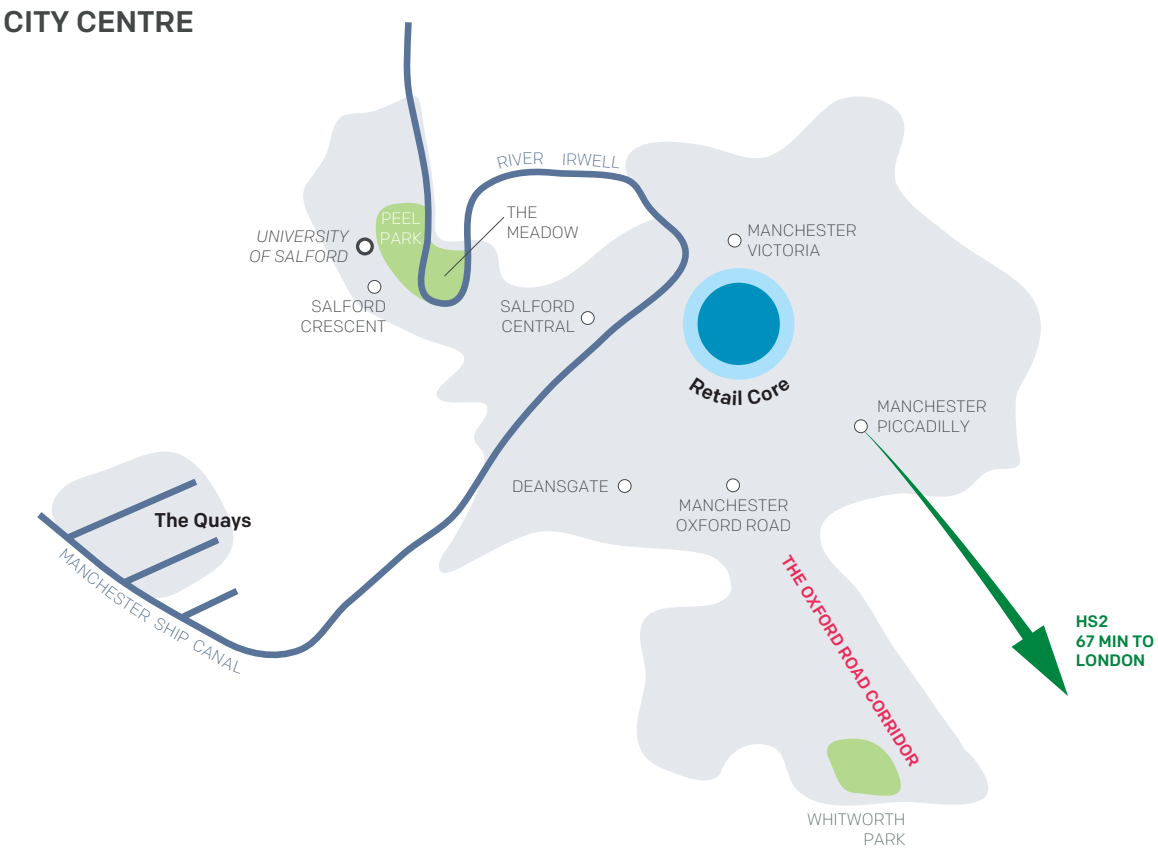


Figure 4.3 City Centre

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 JP-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 our 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.

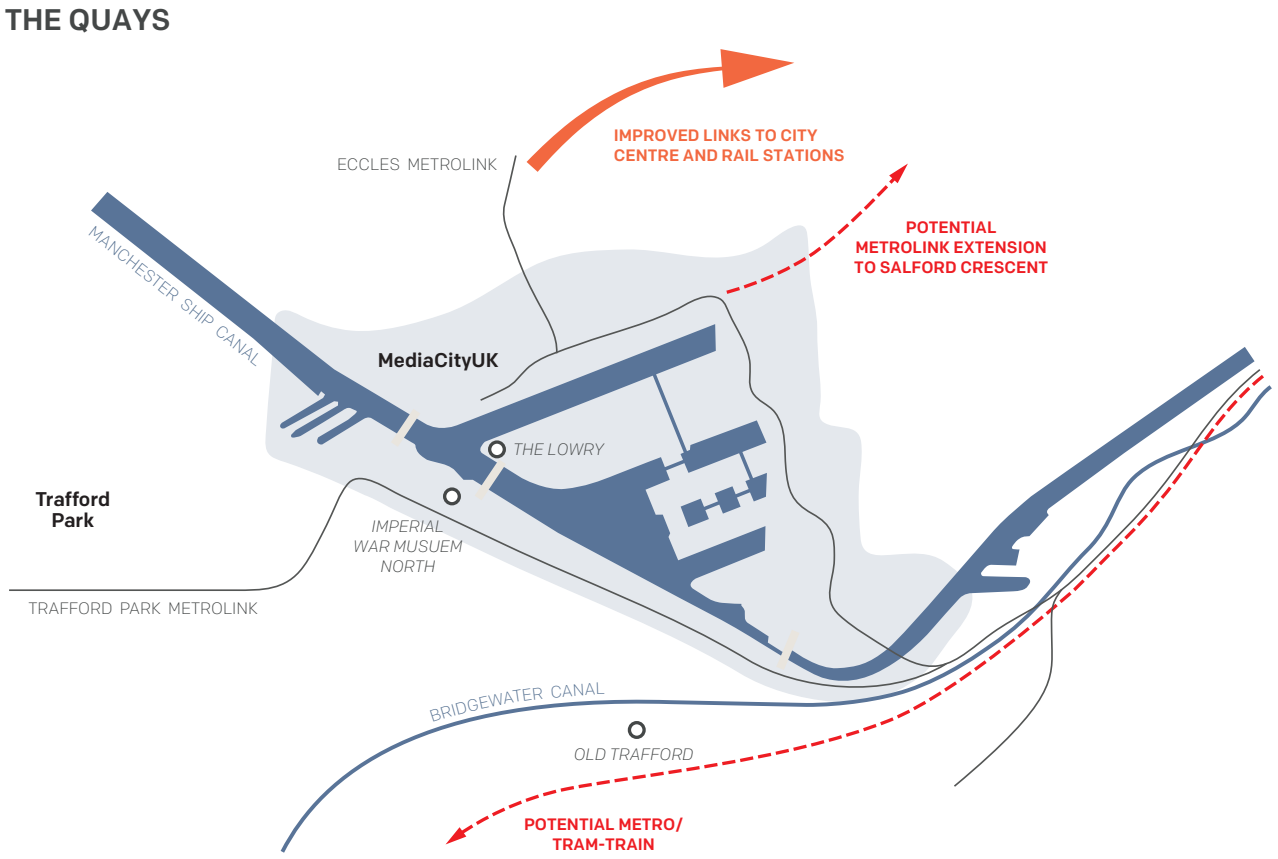


Figure 4.4 The Quays

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 this plan takes land out of the Green Belt to the north of the A57 to enable a major expansion of the scheme. Port Salford as a whole could provide around 500,000 sqm of high quality floorspace within an integrated facility by the end of the Plan period.

4.36 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 JP-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 JP Allocation 29 '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

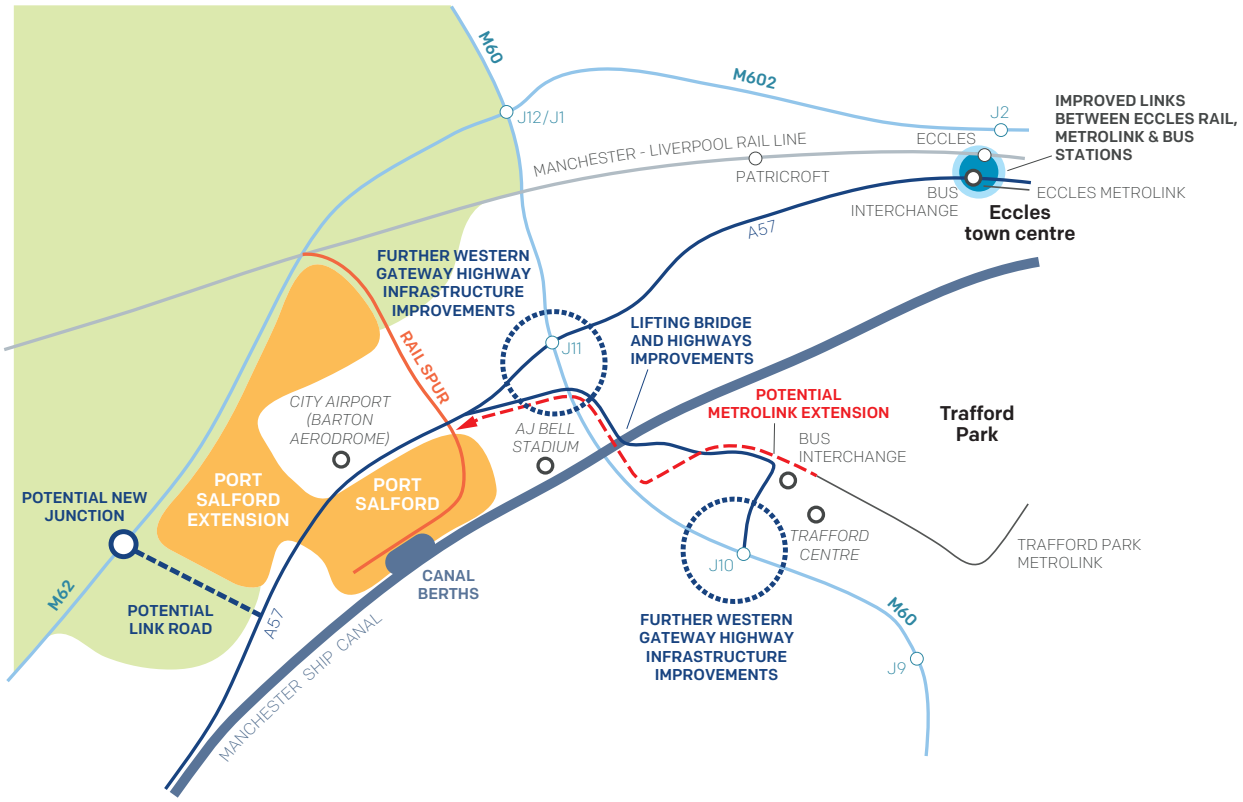


Figure 4.5 Port Salford

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[(12)] 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

12 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.[13]

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 JP-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.

13 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. 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. This Plan allocates a small number of sites in the northern areas specifically to increase attractiveness of the northern areas to highly paid, highly skilled workers, including at such sites as Chew Brook Vale (Robert Fletchers) in Oldham (Policy JP Allocation 15 'Chew Brook Vale (Robert Fletchers)'), Bamford/Norden in Rochdale (Policy JP Allocation 19 'Bamford / Norden') and East of Boothstown in Salford (Policy JP Allocation 27 'East of Boothstown') although many other sites have the potential to attract skilled workers and hence boost the competitiveness of the north.

Policy JP-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 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 JP-Strat 7

North-East Growth Corridor

Lying within the area and policy framework covered by JP-Strat 6, the North-East Growth Corridor which extends eastwards from Junction 18 of the M62 will deliver a nationally-significant area of economic activity and growth 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 around 19,000 new dwellings has been identified within the whole Growth Corridor.

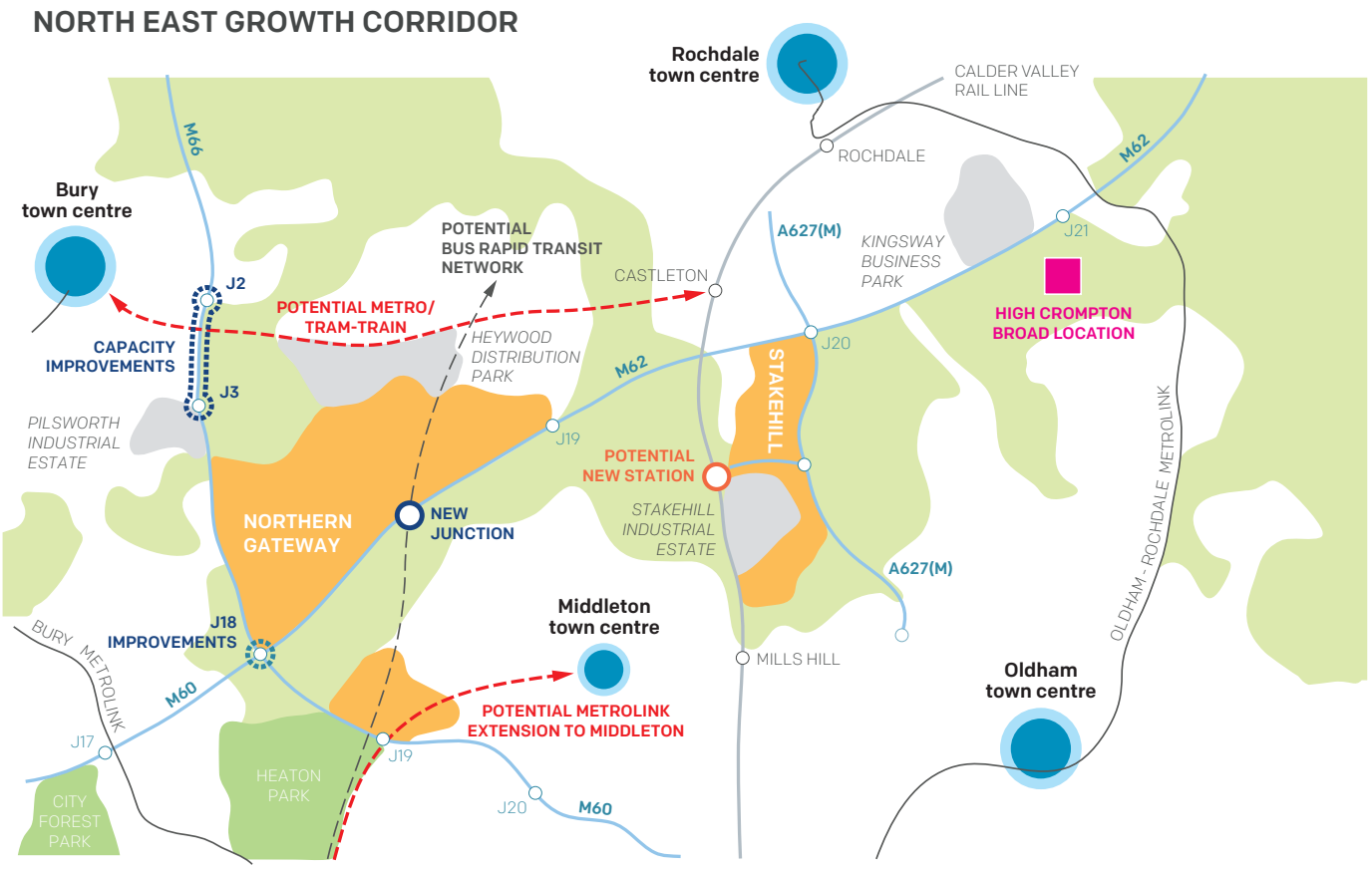
Specifically this Plan allocates two major sites within the area, and makes associated changes to the Green Belt boundaries, to support this growth:

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

In addition to these 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 Key Diagram identifies the High Crompton Broad Location. The land will

remain in the Green Belt until such time that a review of this Plan and / or the Oldham Local Plan can demonstrate that it is necessary. The opportunity presented by the High Crompton Broad Location would serve to meet future employment and housing needs and demand of businesses and local communities in 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 JP-Strat 8

Wigan-Bolton Growth Corridor

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

New highway infrastructure will 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, this Plan 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 JP Allocation 4 'Bewshill Farm'
- Policy JP Allocation 5 'Chequerbent North'
- Policy JP Allocation 6 'West of Wingates / M61 Junction 6'
- Policy JP Allocation 34 'M6 Junction 25'
- Policy JP Allocation 37 'West of Gibfield'

In addition, the following will also be supported:

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

WIGAN-BOLTON GROWTH CORRIDOR

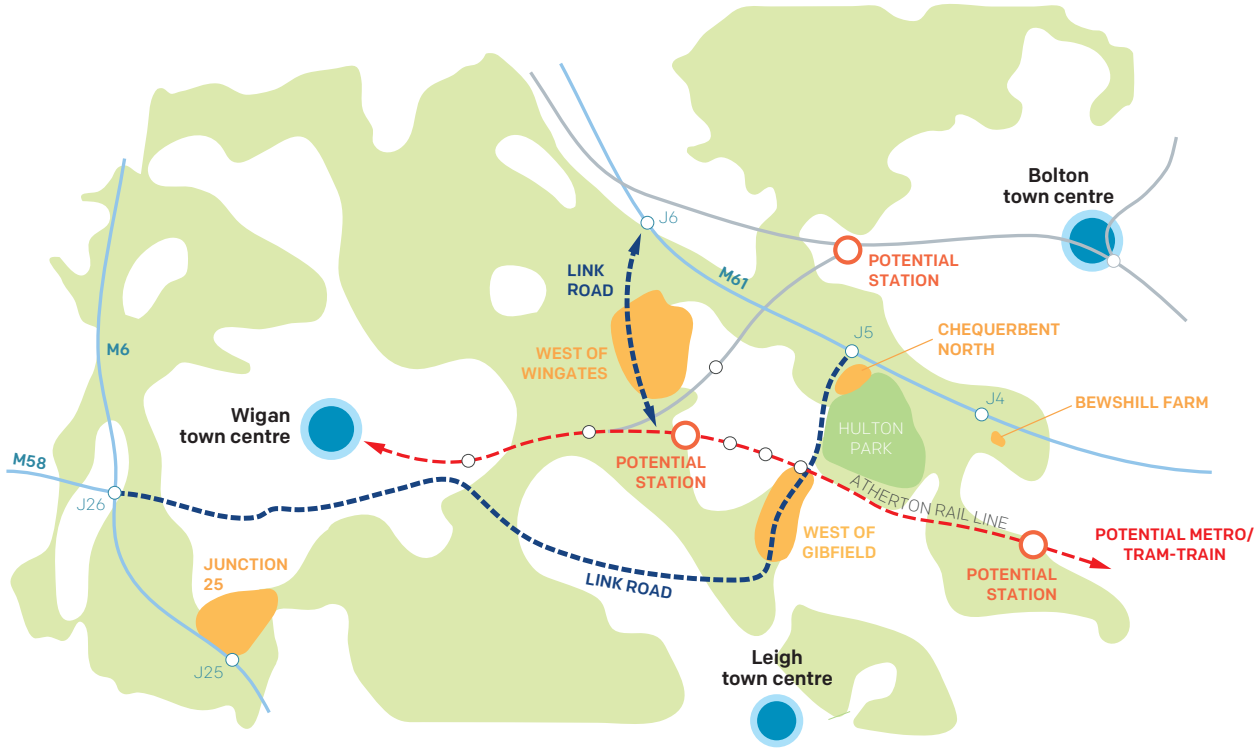


Figure 4.6 Wigan-Bolton Growth Corridor

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, parts of Greater Manchester, including the City Centre 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.

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

4.62 A significant amount of investment in both development and new and improved transport infrastructure will be focused around two of Manchester's key assets, Manchester Airport and Wythenshawe Hospital. This will include the selective release of Green Belt for new employment and housing around the airport, including 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.

4.63 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.

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

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

Policy JP-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 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, Trafford's Main Town Centre and Manchester Airport, along with associated transport infrastructure will be maximised. There will be an emphasis on improving transport connections and accessibility by public transport, cycling and walking, ensuring access to key employment opportunities in this area. Development in these areas will contribute to reducing poverty and will be inclusive.

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

Manchester Airport

4.66 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.

4.67 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[(14)] 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.[(15)] In producing the CSR, MAG recognises that aviation will be one of the hardest industries to decarbonise and as such their new Strategy sets out a commitment to achieving "net zero carbon" emissions from their airport operations by 2038, ahead of the 2050 national target. The CSR has been developed at this important time, with growing awareness of the need to tackle both global and local challenges. The CSR sets out MAG's ambitious commitments which will guide the sustainable development of the airport. It sets out ways MAG will achieve zero carbon status; how MAG will create quality employment opportunities for all and; how MAG will engage with communities.

4.68 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 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. 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.

4.69 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

14 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

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

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 JP-Strat 10

Manchester Airport

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

- Government policy
- 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 our economic and social regeneration. It will be central to raising our global profile and economic performance.

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

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

B. Northern Powerhouse Rail connections to other city regions;

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

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

E. Improved local public transport services and connections, including to Stockport and Cheshire East areas;

F. The provision of a network of cycling and walking routes.

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

1. Completing the development of Airport City immediately around the airport, which will provide a total of around 500,000 sqm of office, logistics, hotel and advanced manufacturing 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 sufficient development opportunities to take full advantage of the introduction of HS2 and NPR into this location.

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

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

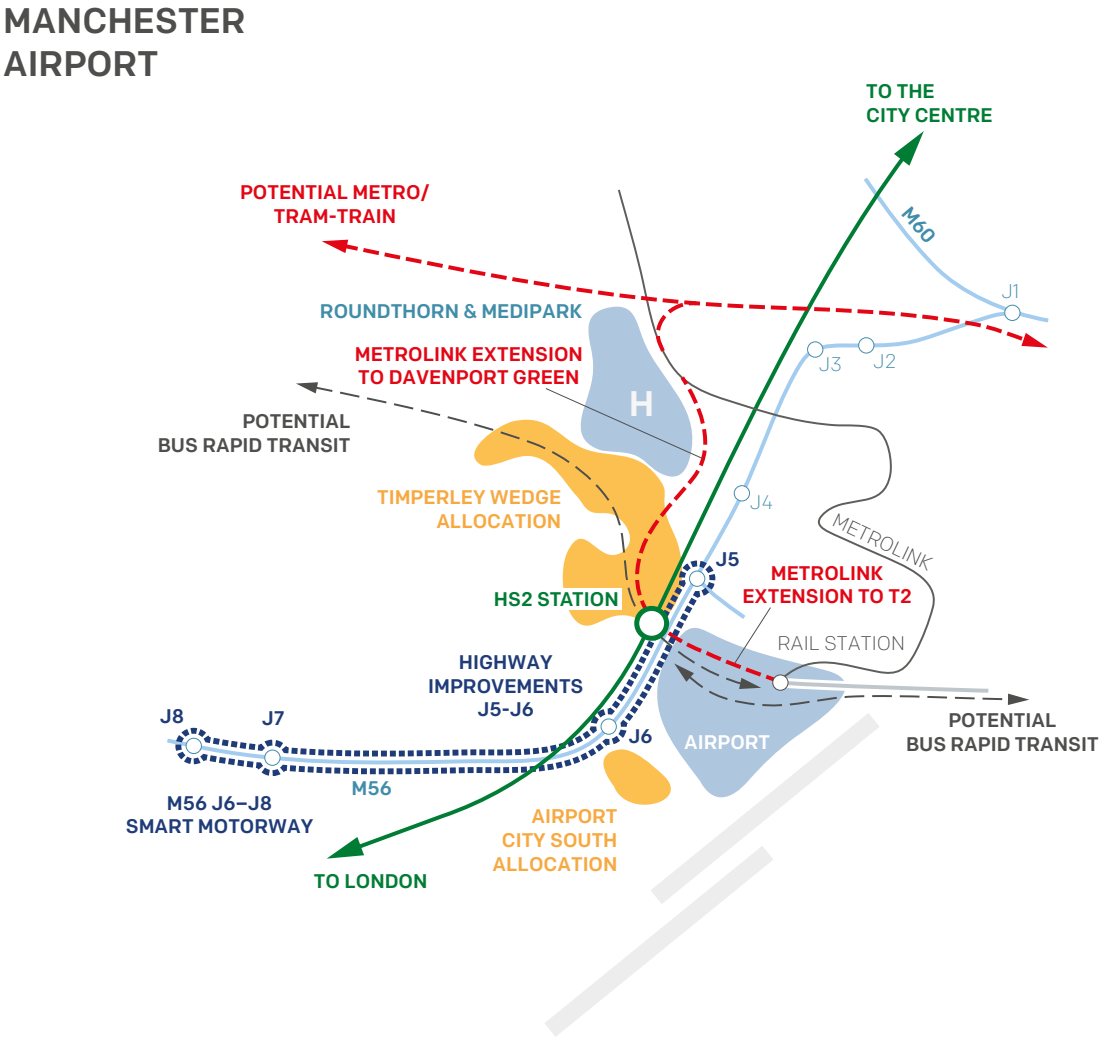


Figure 4.7 Manchester Airport

New Carrington

4.70 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.

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

4.72 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.

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

Policy JP-Strat 11

New Carrington

Lying within the area and policy framework covered by JP-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 JP Allocation 33 'New Carrington'allocates the development site and provides more detailed requirements for its implementation.

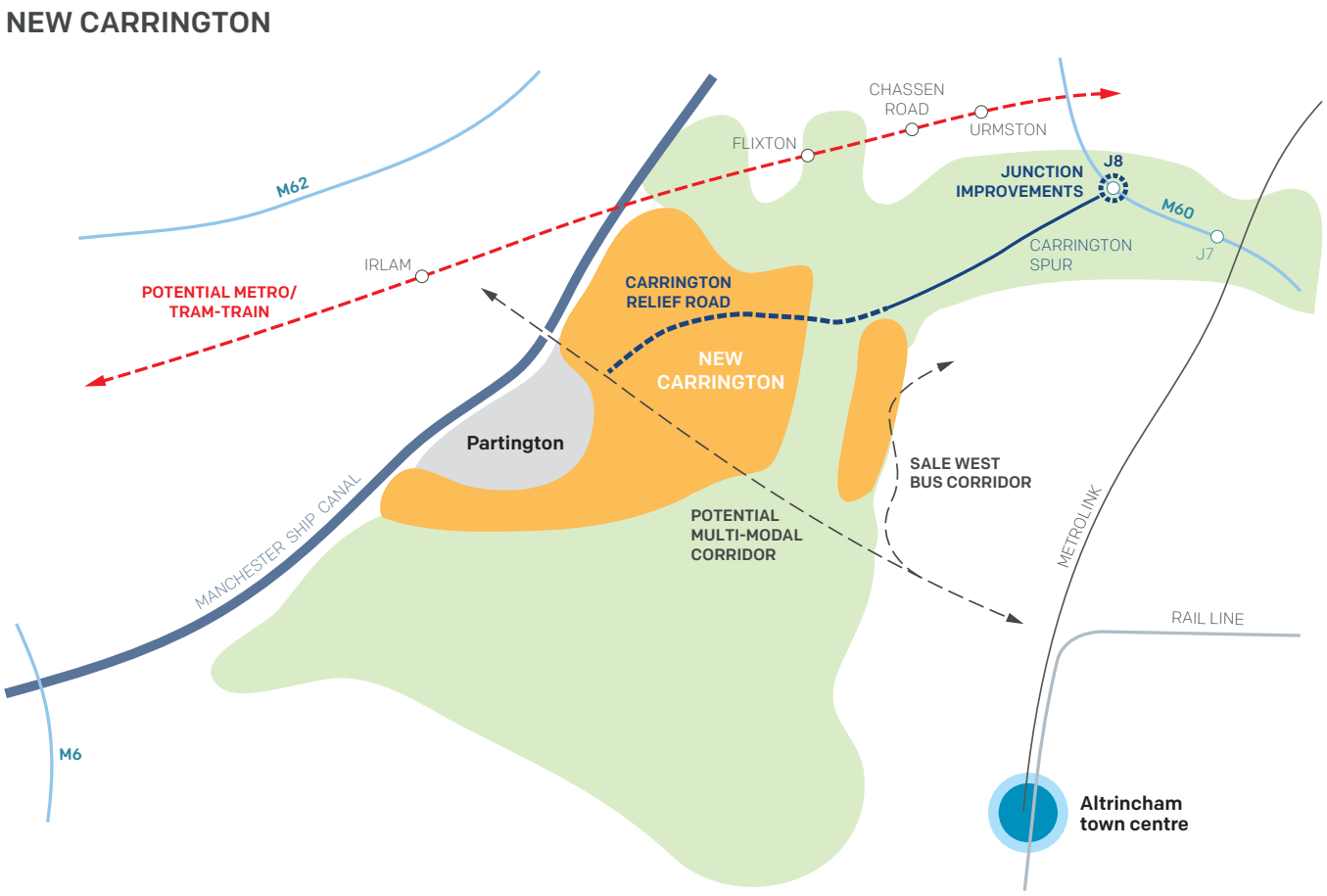


Figure 4.8 New Carrington

Main Town Centres

4.74 We have seven main town centres: Altrincham, Ashton-under-Lyne, Bolton, Bury, Oldham, Rochdale and Wigan. They are immensely important to their host districts, and Greater Manchester as a whole, as a source of local identity and pride, the prime location for shops and services, and a major supply of employment and leisure opportunities. They are complemented by a diverse collection of smaller town centres and local centres across the nine districts.

4.75 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.

4.76 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.

4.77 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 JP-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

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

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

Policy JP-Strat 13

Strategic Green Infrastructure

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

1. River valleys and waterways (see Policy JP-G 3 'River Valleys and Waterways')
2. Lowland wetlands and mosslands (see Policy JP-G 4 'Lowland Wetlands and Mosslands')
3. Uplands (see Policy JP-G 5 'Uplands')
4. Trees and woodland (see Policy JP-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 our network of green infrastructure, including protecting and enhancing sites of ecological value. This will enable our residents to access and maximise the benefits of green infrastructure on their health and wellbeing.

A Sustainable and Integrated Transport Network

4.80 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.

4.81 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.

4.82 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.

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

4.84 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.

4.85 Currently around half of the trips made by our residents are less than 2km in length with over 40% of these trips being made by car. There is therefore great potential for increasing cycling and walking across the Plan area, which will be fundamental in achieving the city

region's overall transport vision. High-quality new and improved walking and cycling routes and infrastructure will be needed, and the barriers that currently discourage people from walking and cycling will need to be removed. The Greater Manchester Cycling and Walking Investment Plan "Change a Region to Change a Nation" sets out our ambition to become the first city-region in the UK to have a fully joined up walking and cycling network.

Policy JP-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 the Plan area to high quality, high frequency, easy-to use, public transport services, and benefit from healthy and active streets. The local programme of investment needs to be complemented by significant national and regional projects such as HS2 and Northern Powerhouse Rail to ensure that connectivity is significantly improved to key locations outside of the conurbation, such as London, Liverpool, Leeds, Sheffield and Birmingham. Collectively this will ensure that our residents will have access to economic opportunities.

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

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

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

Sustainable and Resilient Places



Sustainable Development

5.1 The purpose of the planning system as set out in legislation and the National Planning Policy Framework (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[16] and central to this Plan and will contribute to Greater Manchester tackling climate change.

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

Policy JP-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.

16 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[17] by becoming a carbon neutral city region by 2038. In acknowledgment of climate change, by 2020, all 10 districts and the Greater Manchester Combined Authority have declared a climate emergency. To support this vision a 5 Year Environment Plan[18] was launched in 2019 to identify the urgent actions that are needed to ensure Greater Manchester can follow the required pathway for carbon neutrality.

5.6 To meet our carbon commitments we will need to:

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

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

- Methods to de-carbonise the city region through new and existing development, effective land management and through the provision of infrastructure and new technologies Policy JP-S 2 'Carbon and Energy';
- The delivery of renewable and low carbon energy schemes Policy JP-S 3 'Heat and Energy Networks';
- Measures that will be taken to future proof the city region to mitigate environmental challenges, including climate change Policy JP-S 4 'Resilience';
- Water based measures to adapt and reduce the impacts of climate change Policy JP-S 5 'Flood Risk and the Water Environment'; and
- Measures to help achieve a circular and zero-waste economy Policy JP-S 7 'Resource Efficiency'.

17 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

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

Carbon and Energy

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

5.9 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 the Plan area will apply a net zero carbon approach to operational emissions up until 2028, thereafter emissions in construction should be considered. Minimum carbon reduction targets will be set in line with the Future Homes Standard of 80% or until such a time this is superseded.

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

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

19 Energy Systems Catapult (2016), Greater Manchester Spatial Energy Plan: https://www.greatermanchester-ca.gov.uk/media/1363/spatial_energy_plan_exec_summary.pdf
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/

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 we 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 JP-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 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. This Plan 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-heatand 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 as 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 Plan 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 many of our 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 JP-S 3

Heat and Energy Networks

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

1. Delivery of renewable and low carbon energy schemes will be supported with particular emphasis on the use of decentralised energy networks in areas identified as "Heat and Energy Network Opportunity Areas". These 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://www.greatermanchester-ca.gov.uk/media/1363/spatial_energy_plan_exec_summary.pdf
36 See https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/69930/Carbon_Trust_Estimating_the_cost-reduction_impact_of_the_Heat_Network_Investment_Proj.pdf and https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/424254/heat_networks.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 https://www.theade.co.uk/assets/docs/resources/Code_of_Practice_for_Heat_Networks_-_A_guide_for_owners_and_developers.pdf
43 http://www.heattrust.org/index.php

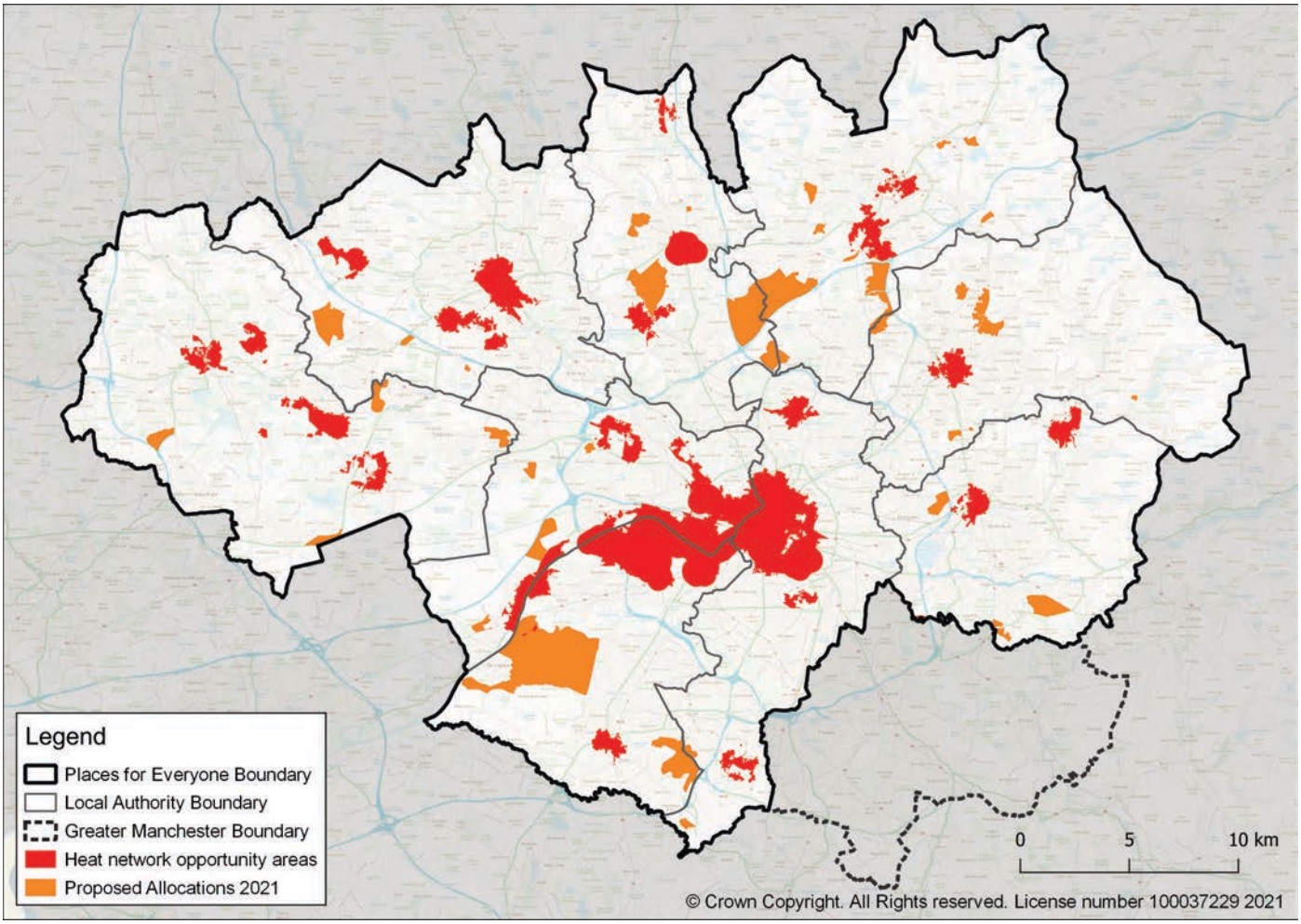


Figure 5.1 Heat and energy network opportunities

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 our places maintain capacity to function, so that the people living and working here survive and thrive no matter what stresses or shocks they encounter. A significant challenge within this is the ability to respond to future impacts from climate change.

5.26 Greater Manchester is part of the Rockefeller Foundation's 100 Resilient Cities programme (100RC)[(44)], which aims to help cities become more resilient to potential challenges. Greater Manchester has produced a Resilience Strategy as part of this programme. The ten districts have also signed up to the United Nations' Making Cities Resilient Campaign, which aims to reduce disaster risk.

44 See https://www.rockefellerfoundation.org/100-resilient-cities/

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 JP-S 4

Resilience

Development 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. Contributing to the delivery of at least 50,000 additional affordable homes up to 2037;

45 See https://www.gmemergencyplanning.org.uk/risks/how-we-assess-risk/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 Approximately 60,500 properties in the Plan area have a 0.1% chance of flooding from rivers in any one year.[46] 36% of these properties are located in Salford, 22% in Manchester and 12% in Wigan, with the remainder distributed fairly evenly across the other districts. These high risk areas include some of the most deprived communities as well as some of the most economically important locations and can be subject to a combination of risk sources (e.g. river, surface water and sewer flooding) which can impact separately and together.

5.32 Approximately 146,000 properties have a 0.1% chance of flooding from surface water in any one year in the Plan area.[47] 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 Figures based on NAFRA Risk of Flooding from Rivers and Sea (March 2018) and National Receptor Database 2014.
47 Figures based on National Receptor Database 2014 and NWSW Property Count Database (based on NRD 2011)

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

5.35 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.[48]

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.[49] 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.

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

Policy JP-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.[50] 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[51] ($PM_{2.5}$).[52] In Greater Manchester alone, exposure to fine particulates at current levels is estimated to contribute to around 1,200 deaths per annum.[53] 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), small 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.

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

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

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

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

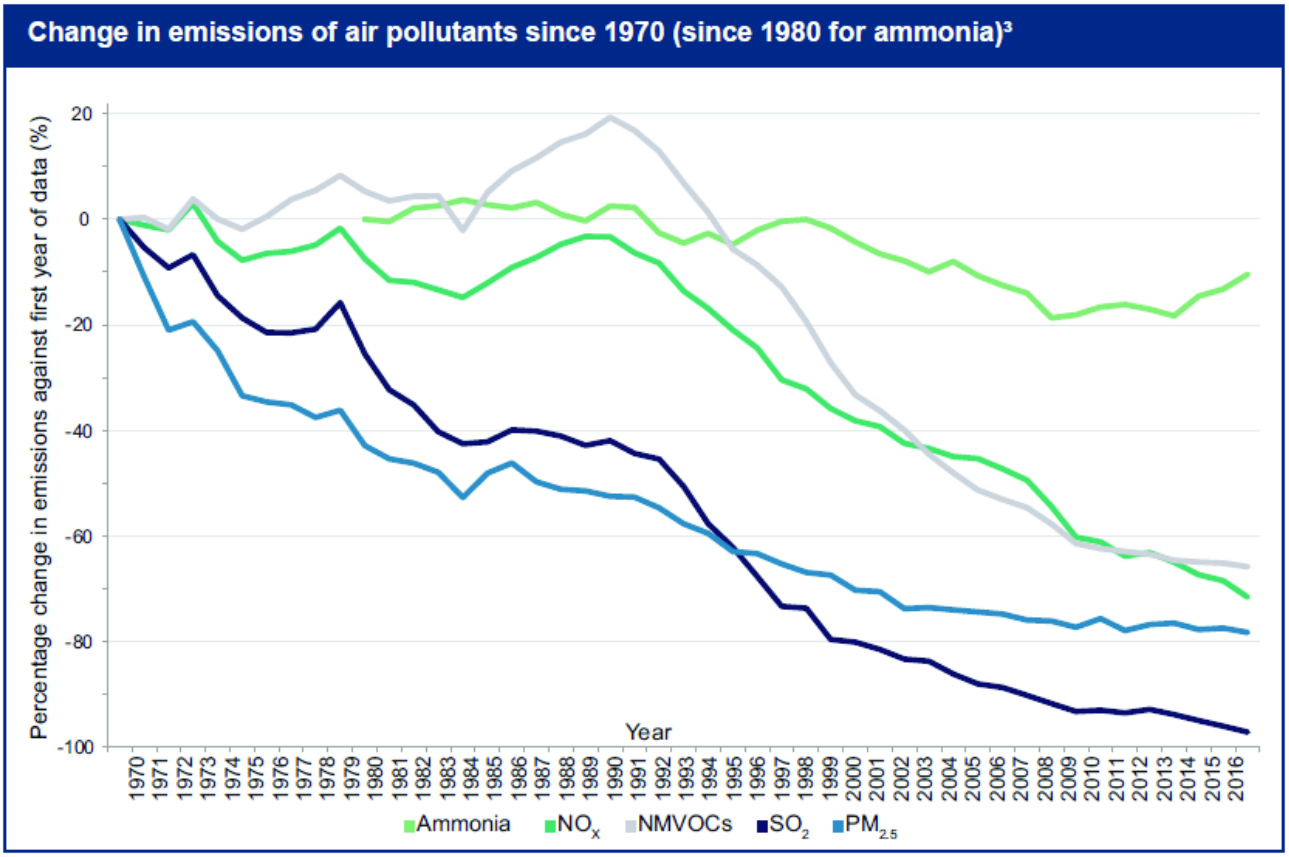


Figure 5.2 Change in emissions of air pollutants since 1970 (since 1980 for ammonia)

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

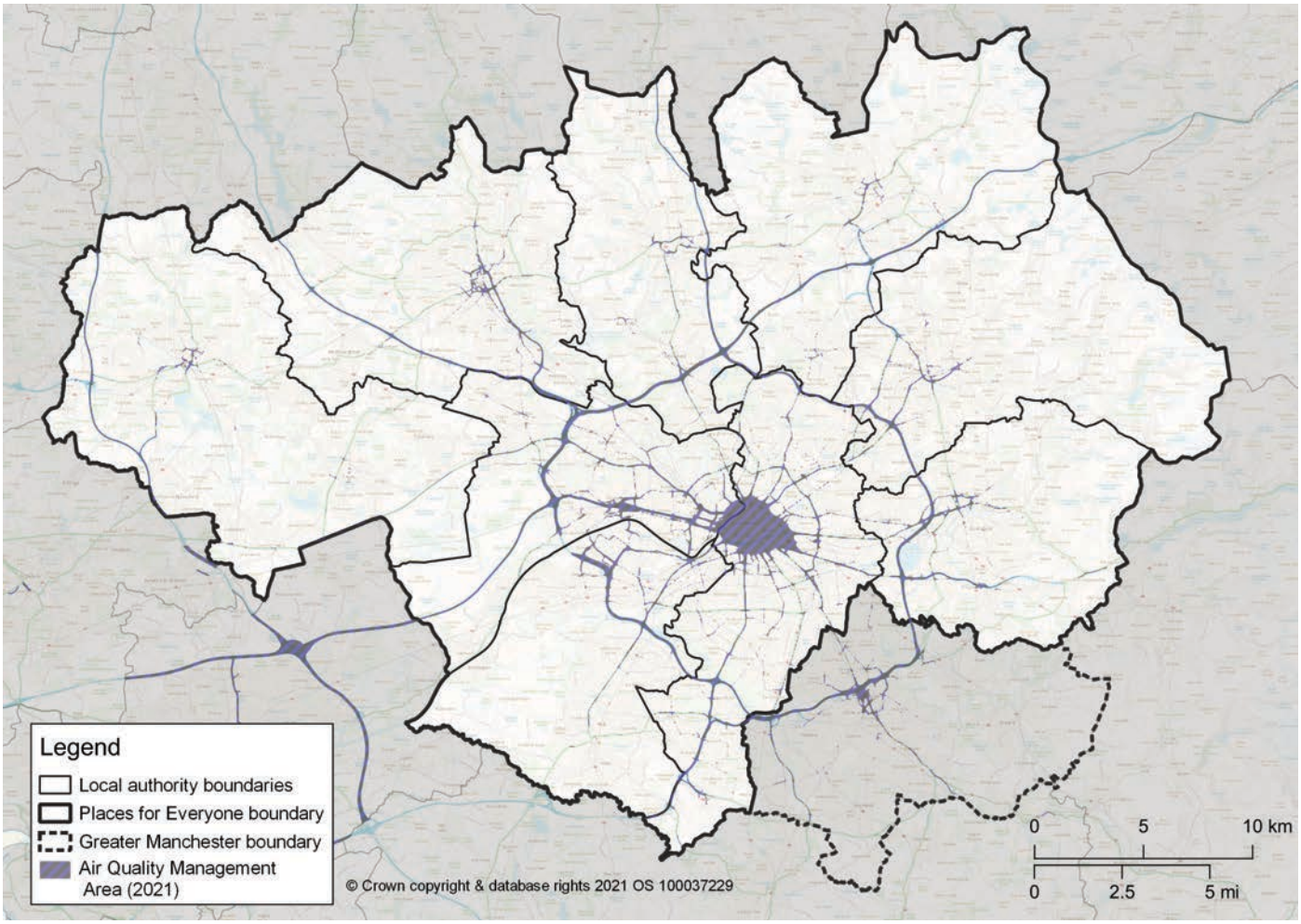
5.44 Greater Manchester has also signed up to achieve WHO 'BreatheLife City' status by 2030, which means achieving WHO targets for PM (**PM2.5** must not exceed 10 µg/m3 annual mean) and other air pollutants by this date. Regardless of targets, there is ***no*** clear evidence of a ***safe level*** of 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.**(54)** Wood burning stoves and coal fires accounts for 43% of fine particulates (PM2.5) and was the single largest contributor in in the UK for

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

2019. New legislation has been introduced on the 1st May 2021 to phase out the sales of coal and wet wood, also to regulate the quality of the stoves sold. Processes involving combustion, such as power stations, biomass and incineration, also contribute to air pollution, as do some industrial activities and agriculture practices.

5.46 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.



Picture 5.2 Air Quality Management Area based on 35µg/m3 (2021)

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.[55] 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.

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

5.48 Greater Manchester Authorities have been working collaboratively to produce a Clean Air Plan, that will bring about compliance with the legal limit for NO2 in the shortest possible time and in any case by 2024. The proposal to introduce a Clean Air Zone class C that will cover the whole of GM (500sq miles), where the most polluting commercial vehicles will be charged to move within and through the zone, was subject to public consultation in the autumn of 2020. The final plan is to be put before JAQU (Joint Air Quality Unit – Defra & DfT) for approval in the early summer 2021, with a view for implementation in spring 2022.

5.49 It is clear that a wide range of actions will be required to improve air quality to appropriate levels, in addition to the CAZ, and support objectives relating to climate change, Greater Manchester's 2038 carbon neutrality target, population health and quality places. 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 this Plan will play in this respect is to locate development in the most sustainable locations which reduce the need for car travel, for example by maximising residential densities around transport hubs.

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

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

Policy JP-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;

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

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 within the Plan area, 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;
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

5.52 The Greater Manchester Joint Minerals Plan was adopted in April 2013[(57)] 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.

57 See https://www.greatermanchester-ca.gov.uk/media/1995/the_minerals_plan_april_2013_final.pdf

Waste

5.53 The Government's new strategy on waste and resources in England[58] 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.

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

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

5.56 The Greater Manchester Joint Waste Development Plan was adopted in April 2012.[59] This includes a set of policies which assist in the consideration of waste planning applications and identifies suitable locations for potential new waste management facilities. Annual monitoring of waste facility capacity and changes in likely future needs will inform whether and when an update of the joint waste plan is required, including as a result of the growth in development set out in this plan.

Policy JP-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:

58 See https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england
59 See www.gmwastedpd.co.uk/doclib.html#Adopted_Waste_Plan_Documents

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 within the Plan area 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 our 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.

Places for Jobs



Supporting Long-Term Economic Growth

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

6.2 Greater Manchester has developed a Local Industrial Strategy [60] which sets out how the city region will build on its unique strengths and opportunities and capitalise on the creativity of its people to create a digital-enabled, green city region.

6.3 The Local Industrial Strategy has two key objectives:

- **Supporting our globally competitive strengths.** Building on our globally competitive research strengths and industrial opportunities in health innovation and advanced materials[61] 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.[62] 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[63], jobs[64] 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[65] and is second only to London for attracting Foreign Direct Investment.[66] 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.

60 Greater Manchester Local Industrial Strategy June 2019 https://www.greatermanchester-ca.gov.uk/media/2132/gm-local-industrial-strategy-web.pdf
61 Greater Manchester and Cheshire East Science and Innovation Audit, November 2016
62 GMCA: Deep Dives Phase 2: Productivity in Greater Manchester, February 2017
63 ONS: Population Estimates 2017, accessed via nomis November 2018
64 ONS: Business Register and Employment Survey, accessed via nomis November 2018
65 ONS Krugman Index see www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/adhocs/006229industrialspecialisationinmajortownsandcitieskrugmanindexdataandtool
66 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.[67] 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 our plan area, and baseline forecasts suggest that these could increase without intervention. For example, Manchester is forecast 74,600 additional jobs between 2018-38 with the central and southern districts forecast to add a further 60,000 jobs of which almost 47,000 are forecast to be in Salford and Trafford. Collectively they have the highest concentration of key assets and major growth areas in the sub-region. In contrast, the rest of Greater Manchester is only forecast to collectively add 10,800 net jobs with some districts (Oldham and Tameside) seeing a small decrease in total employment. Full-time jobs in the central and southern areas on average pay significantly more than full-time roles in the other districts[68] 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

67 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

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

comparatively low paid, less secure employment.[69] We are also not fully realising the possibilities of its key assets, for example the outstanding research base has much greater potential to support business activity and growth. Further improvements in transport connections and skills development are required to ensure that everyone can contribute to and share in the benefits of economic activity, helping to deliver genuinely inclusive growth.

6.10 The Northern Powerhouse Independent Economic Review[70] identified that through improvements in skills, innovation, and connectivity the North has the potential to create by 2050 an additional £97 billion of GVA (a measure of total economic output and income) and 850,000 extra jobs under a transformational scenario, compared to the 'business as usual' scenario. As part of Greater Manchester we are well-placed to play a leading role in delivering this additional growth, given its central location within the North of England and concentration of key growth assets.

6.11 We have the opportunity to increase the future prosperity of local residents through making a full contribution to rebalancing the national economy, helping to deliver a more successful North of England and UK. Hence, this plan supports high levels of economic growth and seeks to put in place the measures that will enable such growth to continue in the even longer-term. Economic growth provides a good opportunity for local residents to gain increased access to new jobs and training, which will help to reduce unemployment rates and economic inequalities and boost skill levels and personal fulfilment. Local job growth is therefore supported through seeking agreement with employers and developers to enter into local labour and training agreements, where appropriate. The key challenge will be to ensure that such growth benefits everyone and all of our places, and happens in a sustainable way that respects the environment and local communities. Growth today must not come at the expense of the ability to deliver sustained prosperity and quality of life.

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

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

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

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

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

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

Policy JP-J 1

Supporting Long-Term Economic Growth

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

A. Maintaining a very high level of economic diversity across our boroughs

B. Facilitating the development of high value clusters in 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 our northern boroughs to deliver inclusive growth across the sub-region by ensuring that employment growth opportunities are well connected and accessible to all residents. Key locations that will help to maximise economic growth in an inclusive way include:

i. The expanding City Centre, which will be further strengthened as the most significant economic location in the UK outside London, providing a high concentration of jobs that are highly accessible from across Greater Manchester and beyond. The city centre includes the Oxford Road corridor which will continue to develop as a world-class innovation hub with a very high concentration of research activity and enhanced business connections

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

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

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

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

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

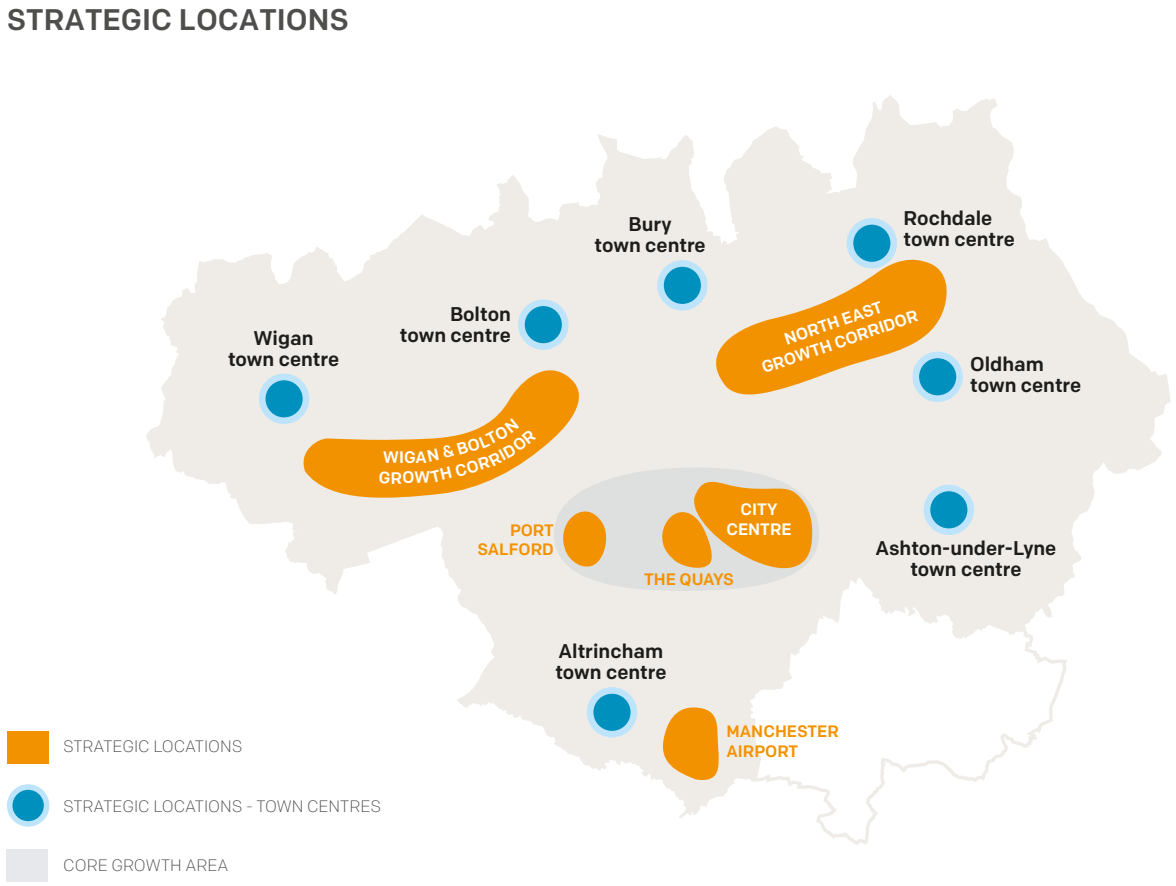


Figure 6.1 Strategic Locations

Employment Sites and Premises

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

6.17 If economic growth is to be sustainable in the long-term then it will be necessary for the supply of employment sites and premises to adapt to changing circumstances, technological advancements, and new working practices. The need to be able to compete for investment is constantly increasing and will become even more imperative after Brexit. A lot of businesses are currently doing fantastic things from poor premises, and there is the potential to improve productivity and support growth with modern buildings in better locations. However, there

will continue to be demand for cheaper accommodation from start-ups and businesses working on tight margins. A good combination of existing and new sites and premises will therefore be required.

Policy JP-J 2

Employment Sites and Premises

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

A strong portfolio of prime investment opportunities for new floorspace will be brought forward in the key locations identified in Policy JP-J 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 JP-J 3 'Office Development' and Policy JP-J 4 'Industry and Warehousing Development'. We will work with Government and other stakeholders to increase the delivery of previously-developed sites for employment use, and hence minimise the need for any further Green Belt release.

Existing employment areas that are important to maintaining a strong and diverse supply of sites and premises in our boroughs will be protected from redevelopment to other uses, nurtured to ensure they remain competitive and their accessibility improved where necessary. This will include local employment areas as well as 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 town and district centres in Trafford. These provide a complementary offer to the City Centre, with their own distinctive characteristics that are attractive to occupiers, and have significant potential for further growth. Securing office growth in other parts of the Plan area, particularly the northern areas, will also be an important component of delivering inclusive growth and reducing deprivation and poverty in these areas. This will be focused primarily in the town centres, as these are the most accessible locations to surrounding residential areas, and increasing office-based activity is a key component of the overall strategy for delivering more vibrant and economically prosperous town centres.

6.21 Modelling based on past economic trends suggests that the supply of new office floorspace needs at least to match average development rates over recent years. To ensure the continued growth of our key 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 our businesses, often providing a lower cost alternative to new premises, especially for start-ups and smaller businesses. The conversion of offices to housing can be an important source of supply of new homes, but this must not be allowed to compromise our economic growth and diversity, and consequently there may need to be restrictions on the loss of office floorspace particularly in key locations.

Policy JP-J 3

Office Development

At least 1,900,000 sqm of accessible new office floorspace will be provided in the Plan area over the period 2021-2037, 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 3,275,000 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 JP-J 3 'Office Development' and are on previously-developed land.

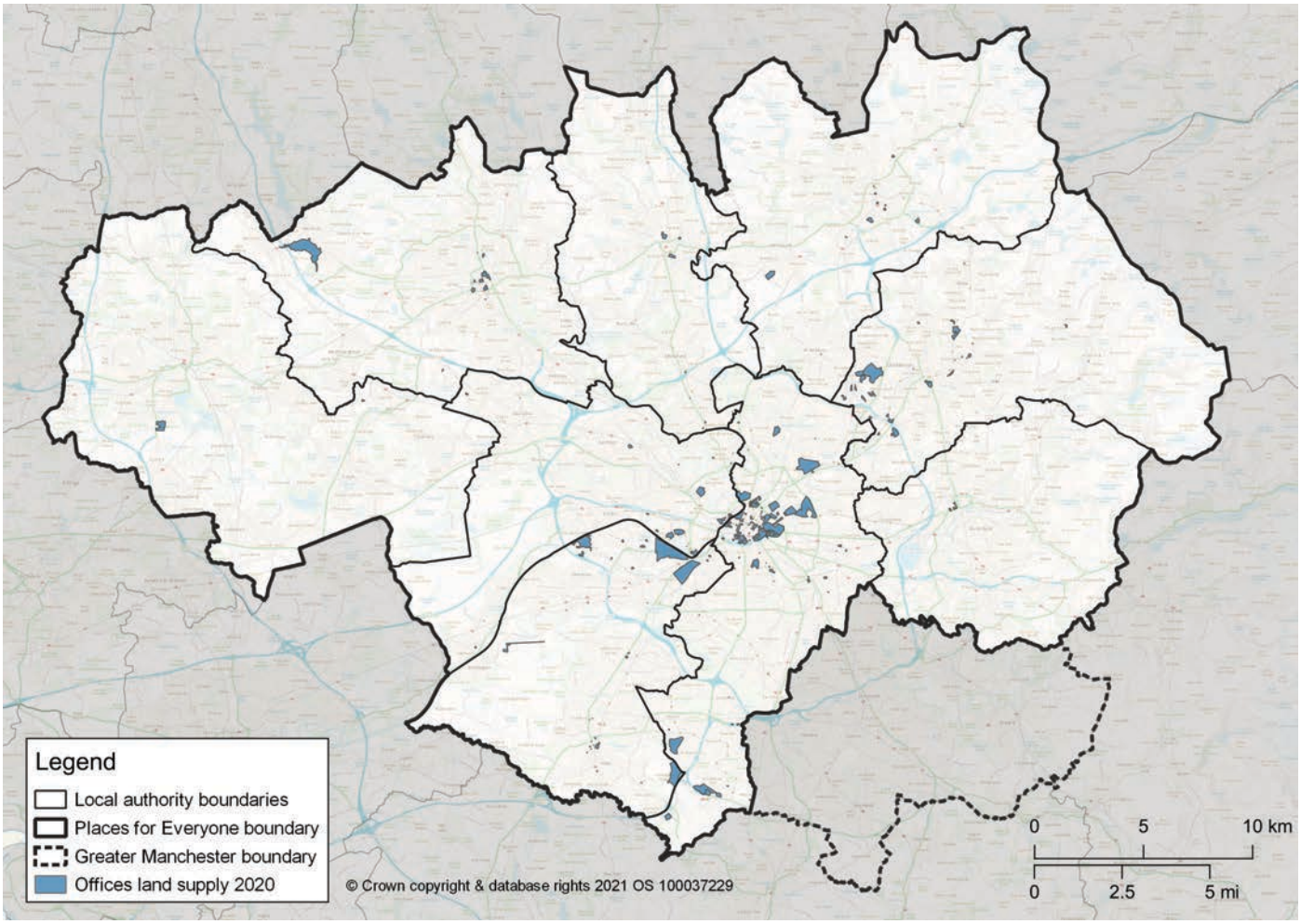


Figure 6.2 Existing supply of office sites identified in strategic employment land availability assessments 2020-2037

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)			Places for Everyone Allocations 2020-2037 (sqm floorspace)[71]	Total 2020-2037	Estimated Completions 2020-21	Total 2021-37
	Brownfield	Greenfield	Mixed				
Bolton	79,984	3,447	10,512	0	93,943	-3,364	90,579
Bury	11,721	28,485	0	0	40,206	-519	39,686
Manchester	2,225,961	102,514	0	21,500	2,349,975	-116,061	2,233,914
Oldham	59,272	0	11,554	0	70,826	-9,207	61,619
Rochdale	18,462	81,249	0	0	99,711	-4,676	95,036
Salford	348,611	0	0	0	348,611	-11,035	337,576
Tameside	26,432	0	0	0	26,432	-530	25,902
Trafford	243,428	15,000	0	0	258,428	-1,327	257,101
Wigan	0	2,055	7,294	0	9,349	0	9,349
Places for Everyone	3,013,871	232,750	29,360	21,500	3,297,481	-146,718	3,150,763

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

71 Excluding floorspace identified in baseline supply

increase logistics activity within the sub-region. This not only has the potential to promote higher levels of economic growth, but also to support environmental objectives by reducing the number of HGV journeys from the ports and distribution parks across England.

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

6.30 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 available to respond to evolving business requirements and increasing global competition, this means that a considerable uplift on past development rates is needed.

Policy JP-J 4

Industry and Warehousing Development

At least 3,330,000 sqm of new, accessible, industrial and warehousing floorspace will be provided in the Plan area over the period 2021-2037.

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

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

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

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

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

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

6.32 A range of industry and warehousing development opportunities have been identified by districts through their strategic employment land availability assessments, capable of accommodating just over 1,900,000 sqm of floorspace.

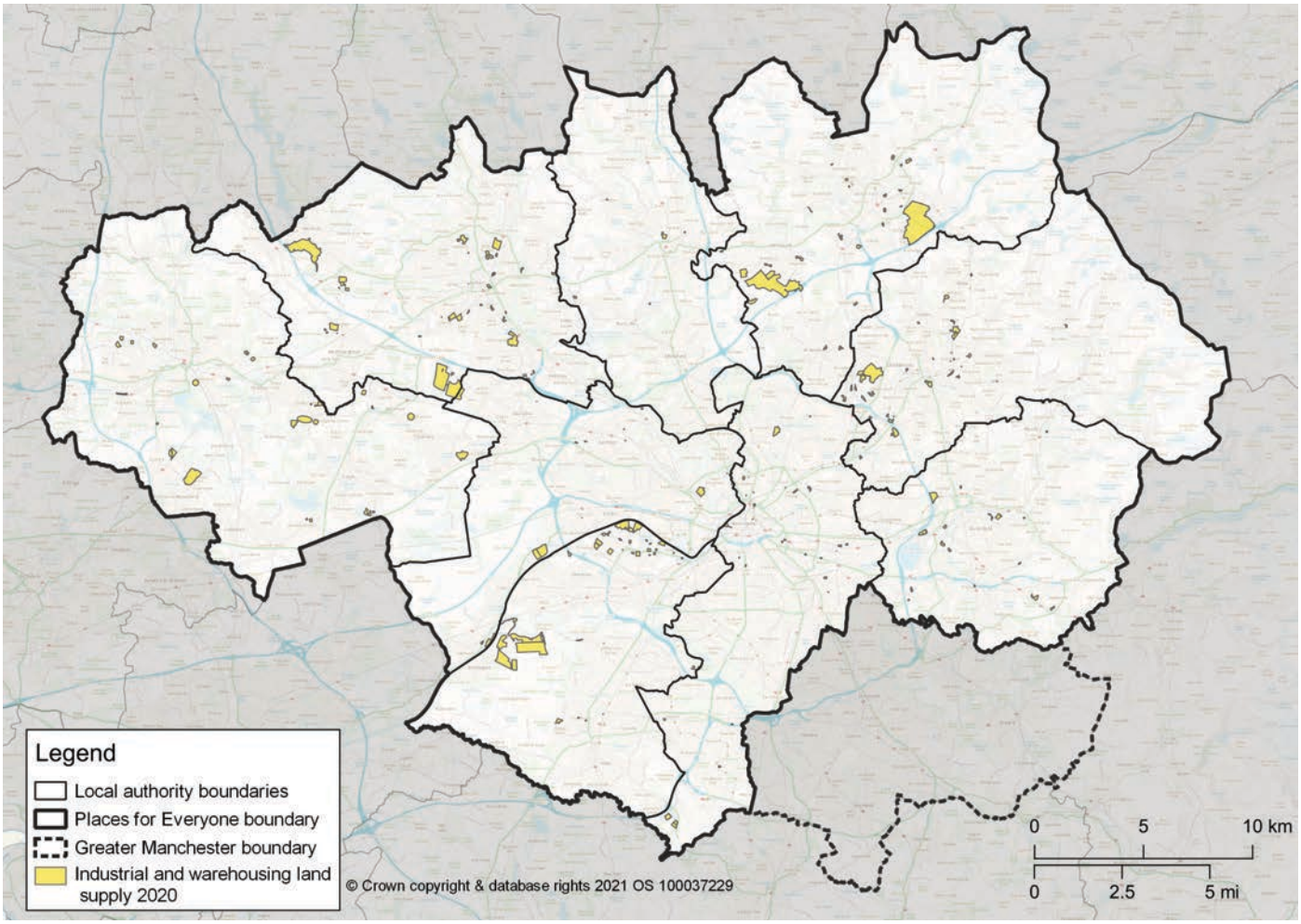


Figure 6.3 Existing supply of industry and warehousing sites identified in strategic employment land availability assessments 2020-2037

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 480,000 sqm has been identified which is likely to be delivered after 2037.

District	Existing supply 2020-2037 (sqm floorspace)			Places for Everyone Allocations 2020-2037 (sqm floorspace)[72]	Total 2020-2037	Estimated Completions 2021-21	Total 2021-37
	Brownfield	Greenfield	Mixed				
Bolton	252,156	15,673	8,653	486,000	762,482	-8,274	754,208
Bury	3,731	6,500	0	491,000	501,231	-750	500,481
Manchester	13,745	64,004	0	25,000	102,749	-10,107	92,641
Oldham	66,269	0	65,252	136,720	268,241	-17,098	251,143
Rochdale	148,690	203,311	0	244,000	596,001	-21,085	574,916
Salford	171,531	32,396	0	320,000	523,927	-6,414	517,513
Tameside	52,340	62,415	1,716	160,000	276,471	-4,659	271,812
Trafford	397,599	0	46,450	92,160	536,209	-29,220	506,989
Wigan	65,592	207,143	22,512	200,000	495,247	-4,563	490,685
Places for Everyone Total	1,171,653	591,442	144,583	2,154,880	4,062,558	-102,169	3,960,389
1. The floorspace arising at Policy JP Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)', has been split between Bury and Rochdale based on illustrative plans and may be subject to change following comprehensive masterplanning.							

72 Excluding floorspace identified in baseline supply

District	Existing supply 2020-2037 (sqm floorspace)			Places for Everyone Allocations 2020-2037 (sqm floorspace)[72]	Total 2020-2037	Estimated Completions 2021-21	Total 2021-37
	Brownfield	Greenfield	Mixed				
2. The floorspace arising at Policy JP Allocation 2 'Stakehill', has been split between Oldham and Rochdale based on illustrative plans and may be subject to change following comprehensive masterplanning.							

Table 6.2 Industry and warehousing land supply 2020-2037

72 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 other parts of Greater Manchester, and so there is also some Green Belt release in the central and southern areas. The Green Belt sites have been selected in order to make the most of key assets and locations, with a focus on realising the potential of transport infrastructure such as the motorway network, the Manchester Ship Canal and Manchester Airport. The lowest level of new supply is in Tameside, where there will be a greater reliance on existing sites and premises, such as in the Tame Valley, which will need to be protected accordingly.

Places for Homes



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

7.2 Despite these positive characteristics, we are facing a housing crisis. It is adversely affected by the broken housing market that afflicts the country as a whole. The increase in rough sleeping over recent years has been the most visible manifestation of this, but lying behind it is a much more extensive problem of many people being unable to access suitable housing at an affordable price and with certainty of tenure. Over 70,000[(73)] people are on our local authority housing waiting lists with almost 27,000 "reasonable preference". A lack of appropriate housing options prevents some people from forming their own households, particularly younger adults, whilst those who can may have to cope with substandard or expensive accommodation. These problems are not universal, with the majority of people having access to good housing, but they are far too widespread in a modern city such as Greater Manchester and must be addressed. This Plan is one of the tools that we have to address these issues.

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

Housing Need

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

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.

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

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

7.7 Therefore, whilst it is recognised that the country was in a state of flux, it is very clear that to delay the production of the plan further could have a negative effect on the proper planning of the conurbation and therefore its recovery. Instead it is considered appropriate to proceed on the basis that we should seek to meet our LHN up to 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 this Plan on directing new housing towards previously-developed sites within the existing urban area. This will help to address existing dereliction and poorly used sites, as well as reducing the need to release greenfield and Green Belt land for development. Previously-developed sites are often in relatively sustainable locations, close to facilities and served by existing infrastructure, and hence their reuse for housing can support wider objectives. Policy JP-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 Plan for new industrial and warehousing development may free up some existing employment sites and areas including where there are issues of viability and/or market demand for residential redevelopment in addition to those already identified, but this potential supply is too uncertain to be assumed to make a significant contribution to new housing during the plan period.

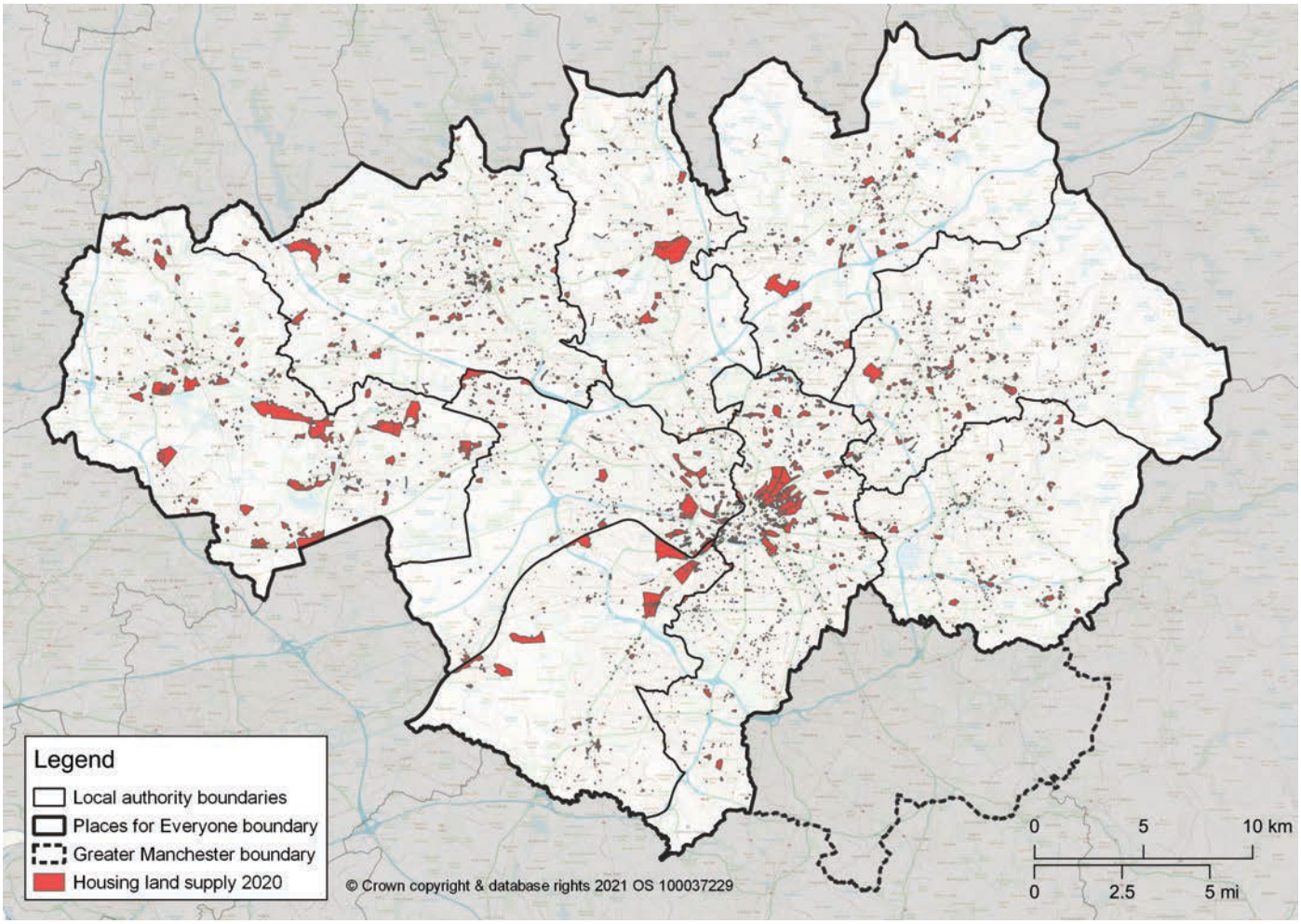


Figure 7.1 Existing supply of sites identified in strategic housing land availability assessments 2020-2037

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 that are vacant has halved since 2008 and is now slightly below the England average.[74] 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. In any event, Government guidance is clear that empty properties brought back into use can only be counted as contributing to housing supply and completions if they have not already been counted as part of the existing stock.

74 Source based on ONS live tables 125 and 615

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

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

District	Strategic Housing Land Availability Assessment			Allowances[75]	Places for Everyone Allocations[76]	Total 2020-37	Estimated Completions 2020-21[77]	Estimated Land Supply 2021-2037
	Brownfield land	Greenfield land	Mix brownfield land and greenfield land					
Bolton	10,686	2,469	0	2,021	0	15,176	-504	14,672
Bury	3,056	424	362	261	4,700	8,803	-187	8,616
Manchester	49,455	2,591	9,676	805	0	62,551	-2,951	59,576
Oldham	7,712	1,276	1,410	557	2,176	13,131	-330	12,801
Rochdale	5,518	2,836	426	-783	4,006	12,003	-569	11,434
Salford	30,634	2,137	1,473	1,959	1,500	37,703	-1,680	36,023
Tameside	5,017	755	575	576	1,558	8,481	-281	8,200
Trafford	12,293	2,568	824	777	4,827	21,289	-591	20,698
Wigan	10,769	6,403	68	756	1,600	19,596	-864	18,732
Places for Everyone	135,140	21,459	14,814	6,929	20,367	198,733	-7,957	190,752

Table 7.1 Sources of housing land supply 2020-2037

77 Estimated completions 2020-2021 have been deducted from the total supply based on the target for 2020-2021 as presented in the GMSF October 2020

76 Excluding homes identified in existing land supply

75 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

7.14 The population of the PfE plan area is projected to increase in population by 158,194 (6.2%) from 2021 to 2037. The highest levels of population growth across Greater Manchester are projected to be in the two cities Manchester (32,700 increase in residents) and Salford (31,000). The next largest increases are projected to be in Rochdale (19,100) and Oldham (16,700). In contrast the projected population growth in the other northern districts across the conurbation is lower. Overall though, projected demographic changes across Greater Manchester still broadly mirror recent economic forecast changes. If these trends continue unchecked then inequalities across Greater Manchester could widen further, with prosperity increasingly focused in the centre and the south of the conurbation. Northern areas lacking the scale and quality of housing investment to support their regeneration fully enough for them to make a greater contribution to the economic success of Greater Manchester.

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

Phasing of New Housing

7.16 The average annual housing requirement of 10,305 net additional dwellings per annum was achieved in 2018/19 for the first time since the peak of the housing market in 2006/07, 2007/08, and this achievement also continued in 2019/20 with 12,443 net completions. It has therefore been demonstrated that this level of residential development can be achieved. However, it is also true to say that following shocks like the financial crisis of 2008, completions can see significant drops. Therefore we need to identify a phasing trajectory which 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. As part of Greater Manchester we have been lobbying central Government for many years to secure funding to enable it to achieve the common goal of delivering as many homes on brownfield land as possible and keeping to a minimum the need to release Green Belt land. A number of key schemes within Greater Manchester have successfully been awarded funding through the Housing Infrastructure Fund and Greater Manchester has also recently been awarded funding through the Brownfield Housing Fund. This type of funding, together with proactive work in relation to housing delivery by each of the local planning authorities will help to ensure that delivery will keep apace as anticipated in this Plan.

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

7.19 Taking all of these factors into account, it is anticipated that there will be around 8,732 housing completions on average up until March 2025, increasing to an average of around 10,305 net additional dwellings per annum up to March 2030 and accelerating to around 11,200 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 JP-H 1

Scale, Distribution and Phasing of New Housing Development

A minimum of 164,880 net additional dwellings will be delivered over the period 2021-37, or an annual average of around 10,305.

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

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

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 2021-2037	2021-2025 (annual)	2025-2030 (annual)	2030-2037 (annual)	Total 2021-2037
Bolton	787	536	787	930	12,589
Bury	452	199	452	596	7,228
Manchester	3,533	3,533	3,533	3,533	56,528
Oldham	680	352	680	868	10,884
Rochdale	616	606	616	622	9,858
Salford	1,658	1,658	1,658	1,658	26,528
Tameside	485	299	485	591	7,758
Trafford	1,112	629	1,122	1,404	17,954
Wigan	972	920	972	1,002	15,554
Places for Everyone	10,305	8,732	10,305	11,204	164,881

Table 7.2 Distribution and Phasing of new dwellings 2021-2037

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 our boroughs, nor does it reflect the impact of welfare reform and other factors on households' ability to meet their housing costs. Through its housing strategy, Greater Manchester[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 our housing crisis will not be fixed by the planning system alone, although it will play a key role in this work.

7.23 There are around 72,000 households on the local authority registers, with over 26,000 of these identified as being in reasonable preference for housing.[79] It is estimated that around 38% of newly forming households are unable to afford to buy or rent a home at lower quartile prices.[80] New build is just one of the ways to meet this need.

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

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

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.

Policy JP-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, in accordance with Policy JP-H 1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases
2. Aiming to deliver our share of at least 50,000 additional affordable homes across Greater Manchester up to 2037, with at least 60% being for social rent or affordable rent[(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.

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

7.28 A key aim of this Plan is to boost the supply of well designed, adaptable new homes with appropriate access to private space. In some areas this will help to diversify local housing markets that are often dominated by low-cost housing, bring more money into local economies, and deliver more mixed and inclusive communities. It will also help to increase the options for skilled workers looking to move into or within our area. Focusing a significant

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

proportion of housing growth in the northern areas will assist in this, supported by selectively releasing Green Belt sites to deliver a diverse mix of values and tenures that includes affordable homes as well as some higher value housing, (relative to prevailing values in the local area), within a high quality environment. This will help to achieve a better spread of higher value housing and prosperity across the plan area, whilst also delivering greater diversity within individual areas.

7.29 A diverse range of housing will be required to meet our population and household growth. Just over 70% of the population increase 2021-2037 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 12,000.[82] Indeed, those aged 65 and over are projected to account for large proportions of the growth in each district and ranging from 34% of the growth in Salford to 145% in Wigan and 166% in Bolton (and those under 65 in Bolton decreasing by 5,000 and those under 65 in Wigan decreasing by 6,100).

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 responds to these needs as demonstrated by the table below.

District	% Houses 2020 - 2037	% Apartments 2020 - 2037
Bolton	60	40
Bury	78	22
Manchester	16	84
Oldham	65	35
Rochdale	83	17
Salford	19	81
Tameside	60	40

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

District	% Houses 2020 - 2037	% Apartments 2020 - 2037
Trafford	36	64
Wigan	89	11
Places for Everyone	41	59

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 us to take advantage of digital-based business opportunities. It is therefore essential that new housing achieves minimum standards that will help to ensure that it is able to meet identified needs and contributes to rather than detracts from the relative attractiveness of Greater Manchester as a place to live. The provision of appropriate outdoor private amenity space will also be vital in delivering high quality homes that support good health.

Policy JP-H 3

Type, Size and Design of New Housing

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

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

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

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

All new dwellings must:

1. Comply with the nationally described space standards; and
2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations, unless specific site conditions make this impracticable.

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

Housing Densities

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

Policy JP-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
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 the plan area, 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.

Greener Places



8.1 Our many and varied green spaces and features are used in many different ways and afforded many different values by the people who live, work in or visit the city-region. The GMCA is committed to the Government's approach as set out in the 25 Year Environment Plan (25YEP)[(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 This Plan supports the important role of our natural assets by:

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

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 https://www.greatermanchester-ca.gov.uk/placesforeveryone

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

Policy JP-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 JP-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.

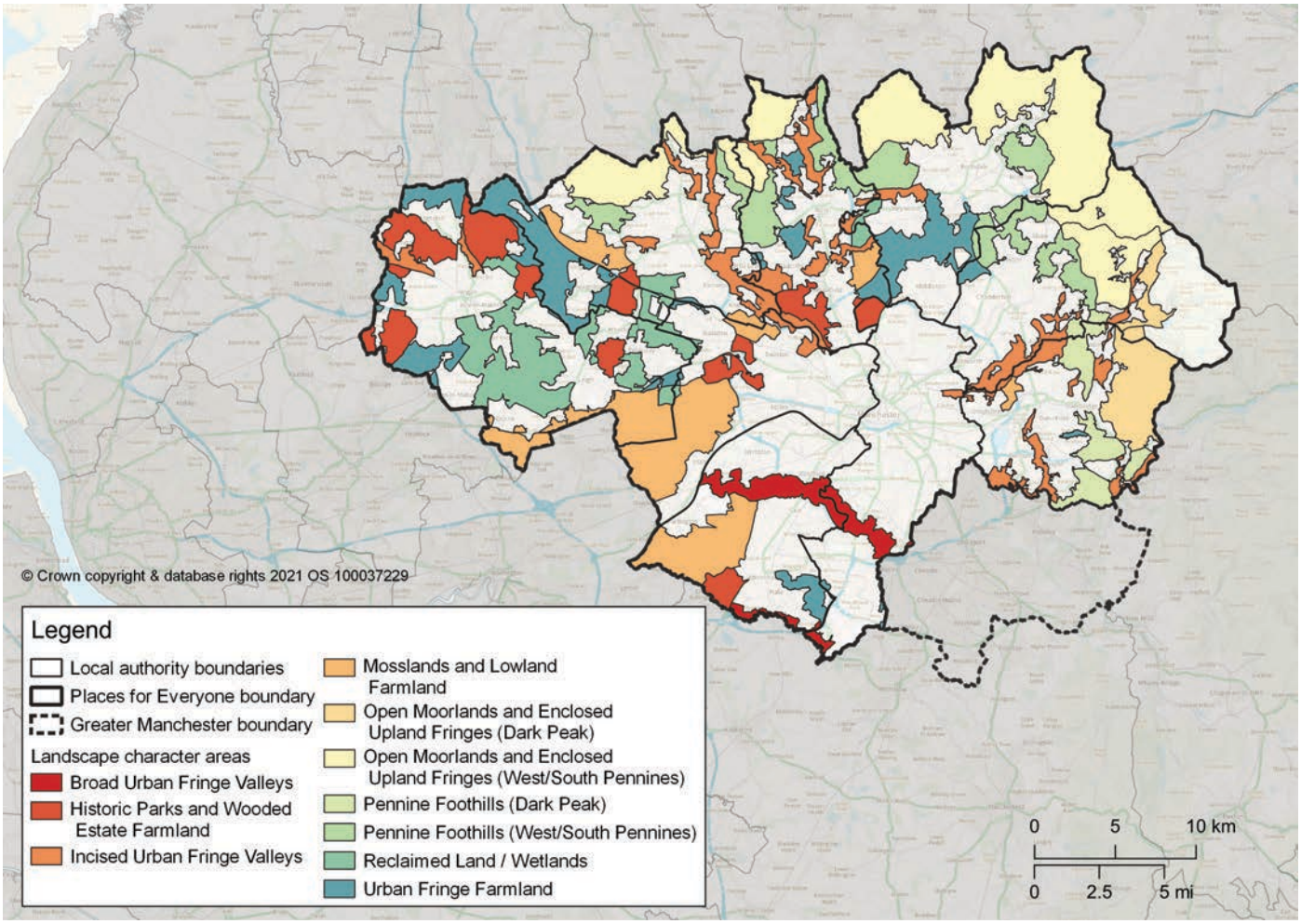


Figure 8.1 Landscape Character Types

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

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

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

- 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. Our challenge is to find a way of accommodating the necessary scale of development to deliver inclusive growth and prosperity, whilst delivering overall improvements to the green infrastructure network.

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

8.11 On 14 August 2020, Greater Manchester was selected by the government to help kick-start nature recovery on a countrywide scale. The pilots will enable local authorities to set out their local priorities for restoring and linking up habitats so species can thrive, and agree the best places to help nature recover, plant trees, restore peatland, mitigate flood and fire risk, and create green spaces for local people to enjoy. GMCA 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 this Plan at this stage as part of the national pilot and will inform the process to be undertaken in developing LNRSs and LNRs across the country and as such is following a stepped process and timeline designed by Defra.

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

partners, will be engaging wider stakeholders, sectors and interest groups in the development of the Strategy, the identification of priorities and the mechanisms for delivering these priority actions.

8.14 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 JP-G 2

Green Infrastructure Network

A strategic approach will be taken to the protection, management and enhancement of our Green Infrastructure in order to protect and enhance the ecosystem services which the Figure 8.2 'Green Infrastructure Network' provides, including flood management, climate change mitigation and adaptation. Alongside this primary function an enhanced Green Infrastructure network will support wider public health benefits, including promotion of active travel, food growing and recreational opportunities.

The protection, management and enhancement of Green Infrastructure will contribute to the development of a Nature Recovery Network for Greater Manchester.

The following opportunity areas (as broadly illustrated on Figure 8.3 'Green Infrastructure Opportunity Areas') are identified as having particular potential for delivering improvements to our Green Infrastructure Network:

a. Great Manchester Wetlands Nature Improvement Area (Salford and Wigan with connections to Warrington);

b. Croal-Irwell Valley (Bolton, Bury, Manchester and Salford with connections to Blackburn-with-Darwen and Rossendale);

c. South Pennine Moors (Oldham, Rochdale and Tameside with connections to Calderdale, Kirklees and High Peak);

d. West Pennine Moors (Bolton and Bury with connections to Blackburn-with-Darwen and Chorley);

e. Mersey Valley (Manchester and Trafford with connections to Stockport, High Peak and Cheshire East);

f. Red Moss and Middle Brook Valley (Bolton);

g. Hulton Park (Bolton);

h. Cutacre Country Park (Bolton, Salford and Wigan);

i. Lower Medlock Valley (Manchester);

j. Moston Brook Corridor (Manchester and Oldham);

k. Roch Valley (Rochdale);

l. Hollingworth Lake and Surrounds (Rochdale); and

m. Carrington (Trafford)

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.

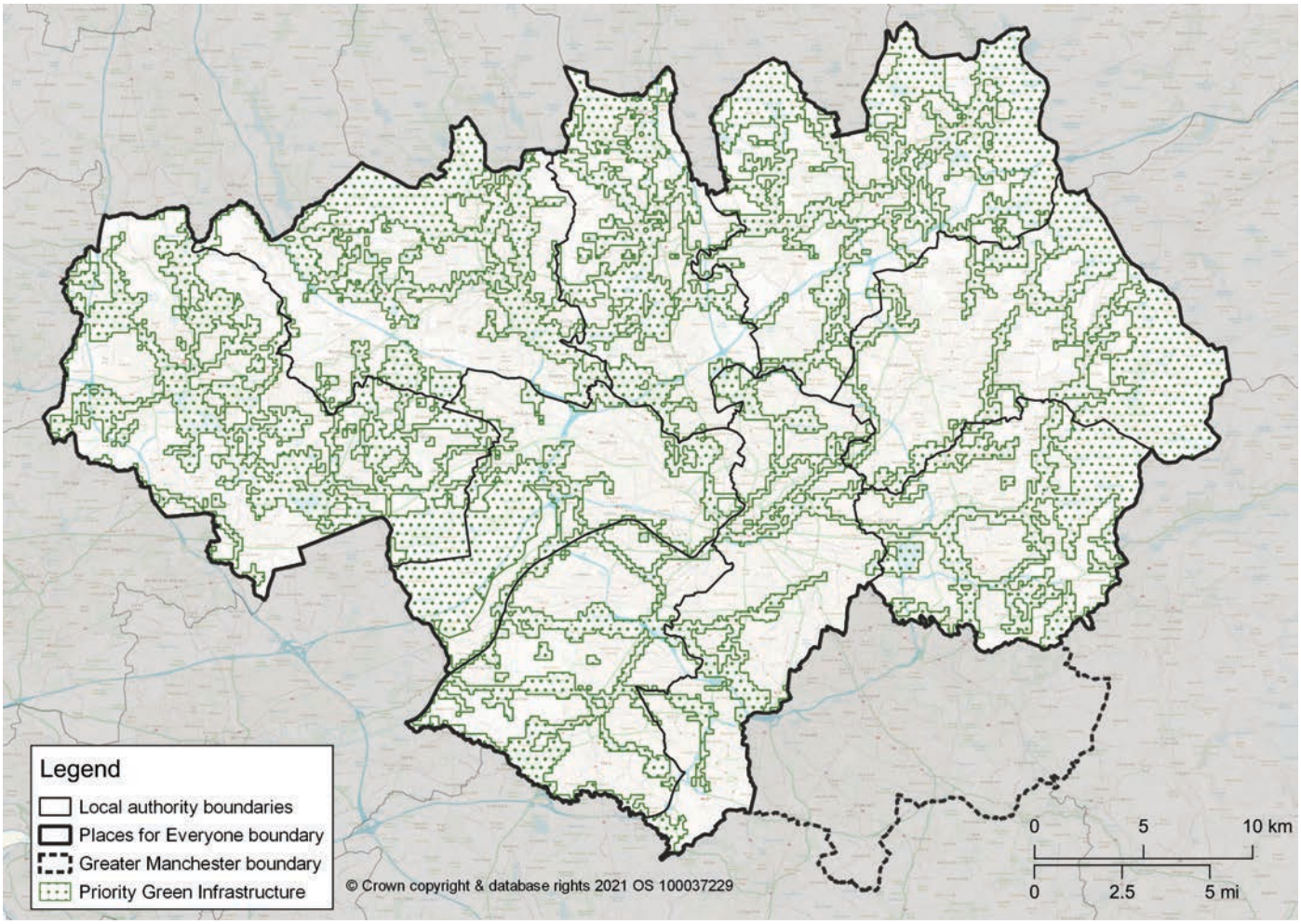


Figure 8.2 Green Infrastructure Network

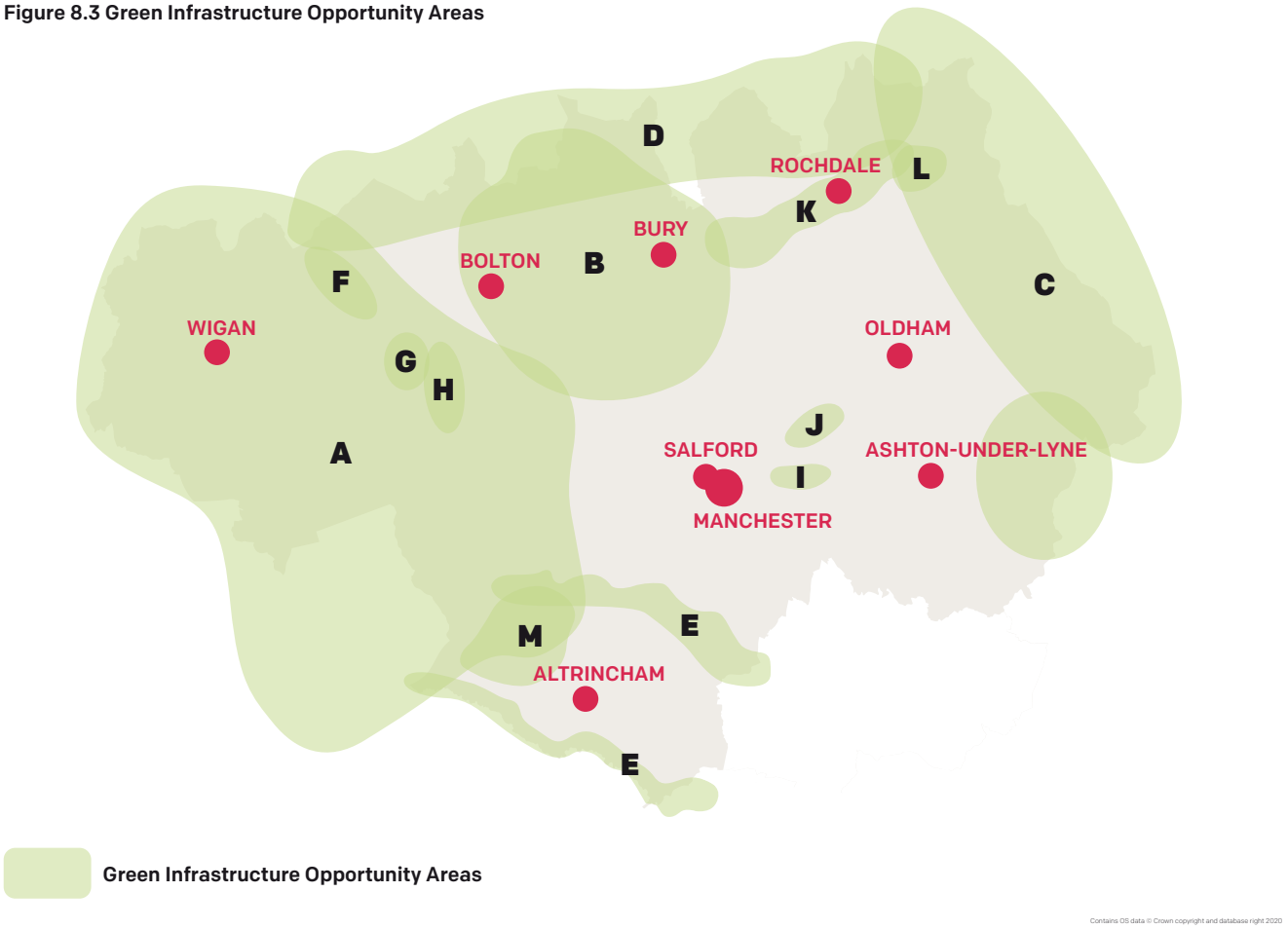


Figure 8.3 Green Infrastructure Opportunity Areas

Key Elements of the Green Infrastructure Network

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

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

8.17 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 our Nature Recovery Network.

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

8.23 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.

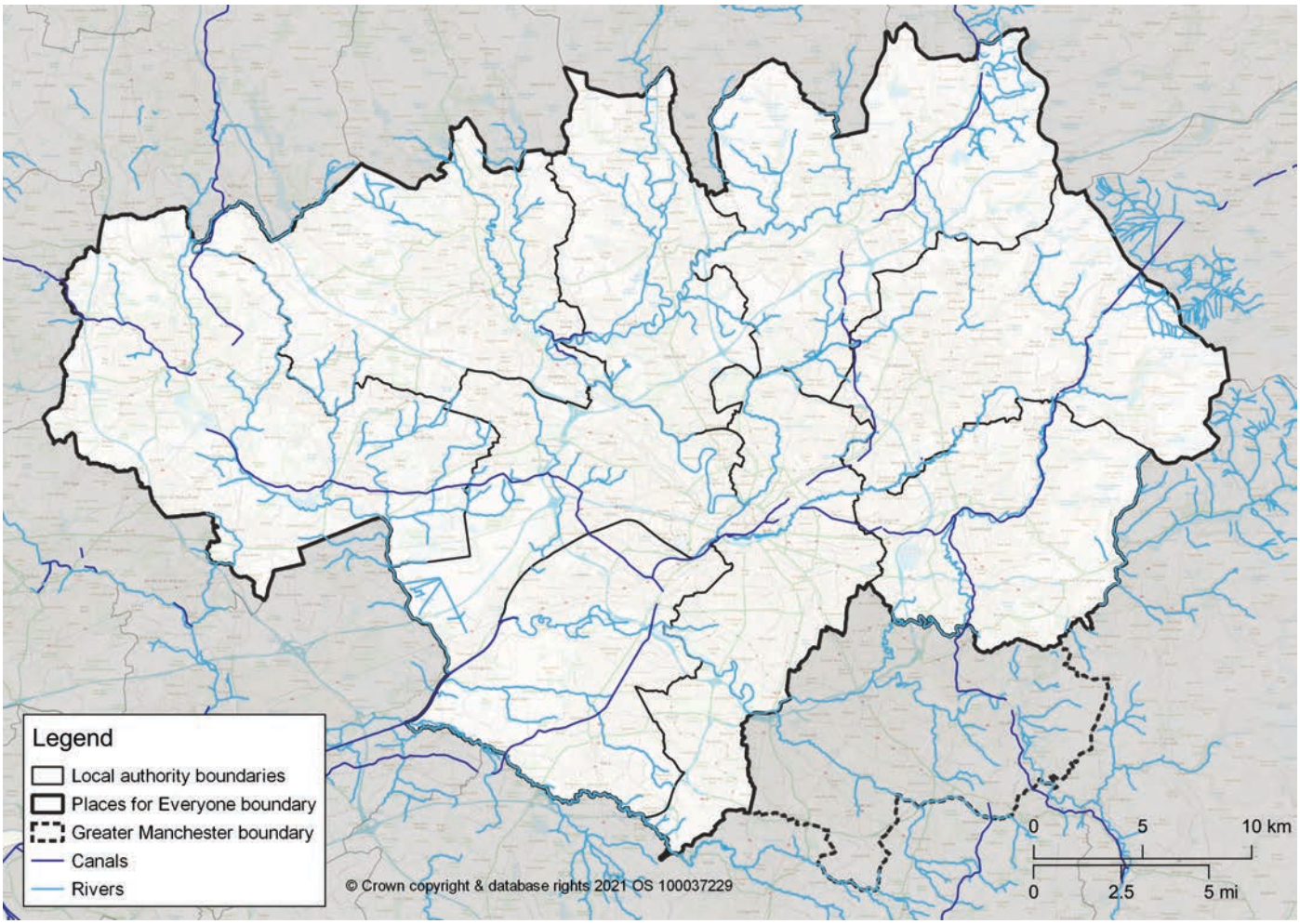


Figure 8.4 Greater Manchester's river and canal networks

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] This Plan has an important role as part of this to ensure that any future development has a positive impact on the water environment and these ecosystem services are enhanced where possible.

Policy JP-G 3

River Valleys and Waterways

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

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

1. Retain the remaining open character of the river valleys, avoiding their fragmentation and prominent development on valley edges;

2. Promote public enjoyment of the river valleys, including as key features connecting urban areas to the countryside, providing opportunities for active travel, and enhance their high recreational value as green fingers through densely populated areas;

3. Protect and enhance the mosaic of semi-natural habitats, including: riparian (waterside), clough, broadleaved and ancient woodland; wet and semi-natural grassland; meadow; and lakes and ponds;

4. Retain existing pockets of 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 the Plan area, which will not only have major nature conservation benefits, but could also make a considerable contribution to carbon targets, reducing a significant source of emissions and locking in additional carbon. Within Wigan in particular, extensive valuable wetland habitats have formed on many former industrial sites where undermining has resulted in the formation of subsidence flashes and ponds. A mixture of pasture and arable cultivation is found in farmed areas surrounding the wetlands and active mossland, taking advantage of the productive peaty soils.

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

Policy JP-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, we will seek to deliver the following priorities:

1. Maintain and enhance the extensive and varied mosaic of semi-natural habitats including brooks, ditches, open water bodies, bog, fen, swamp, flashes, ponds, wet and broadleaved woodland, and grassland;

2. Manage and restore the remnant pockets of lowland raised bog, including through restoration from farmland, significantly expanding and connecting the areas of active bog to contribute to important functions such as flood risk management and carbon sequestration;

3. Positively manage land adjacent to lowland raised bog and other sensitive wetland habitats in a complementary and coordinated manner, ensuring that their hydrology is not adversely affected and the water table is restored;

4. Increase features that act as 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 neighbouring local authorities including Stockport as well as those outside of 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 JP-G 5

Uplands

Our 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 decisions and carrying out other associated activities, we will seek to:

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

Urban Green Space

8.36 Whilst our extensive areas of open countryside are enormously important, the conurbation's urban green spaces are of greater significance to many residents on a day-to-day basis and are the areas with which they have greatest contact. These places have most value to people at a local level. Whilst always functioning as green infrastructure, urban green spaces are not always natural, often containing formal or informal recreational facilities such as playgrounds and sports pitches. These are covered in more detail in Policy JP-P 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 environmental and social wellbeing, but it also makes a major contribution to economic growth and securing investment. Urban green infrastructure will form a vital part of a Nature Recovery Network for Greater Manchester.

8.40 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 JP-G 6

Urban Green Space

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

- existing urban green space will be protected and enhanced in balance with other considerations; and
- we will work with developers and other stakeholders to deliver new high quality urban green spaces 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 our Green Infrastructure Network, fulfilling a very wide range of functions including sequestering and storing carbon, enhancing biodiversity, providing access to nature, managing water, air, soil and noise pollution, reducing flood risk, stabilising land, reducing soil erosion, strengthening landscape character, and providing shade and cooling to combat high temperatures. For example, woodlands can slow the flow of water, increase infiltration, stabilise 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 Our woodlands vary in character, from upland oak woods to wet woodland, and from ancient broadleaved woodland to plantation and young woodland. Many of our important woodlands have been designated for their nature conservation interest. Trees and woodland are often important features within areas of priority green infrastructure (see Policy JP-G 2 'Green Infrastructure Network') and within the other key parts of the green infrastructure network specifically identified within the GMSF (see Policy JP-G 3 'River Valleys and Waterways', Policy JP-G 4 'Lowland Wetlands and Mosslands' and Policy JP-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

98 http://www.cityoftrees.org.uk/timeline

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 this Plan. It would also contribute to the broader Northern Forest project stretching from Liverpool to Hull, which aims to address the North's low level of woodland cover and support an increase in tourism by planting 50 million trees over the next 25 years.

8.45 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 our area where fully achieving the standards will not be possible, for example due to existing land uses or the presence of other priority habitats, but the standards provide a relevant guide and aim.

Policy JP-G 7

Trees and Woodland

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

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

2. Encourage 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;

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

3. Aiming to plant a tree for every resident in the plan area over the next 25 years as part of the City of Trees initiative;

4. Targeting tree-planting at the areas of greatest need where the green infrastructure benefits can be maximised, whilst avoiding the loss of, or harm to, other priority habitats, including encouraging woodland planting schemes on areas of low grade agricultural land and land in need of remediation;

5. Establishing a new City Forest Park in Salford, Bolton and Bury, which will provide a vast urban forest close to the City Centre;

6. Considerably increasing the provision of street trees within urban areas;

7. Promoting the provision of community orchards to increase fruit consumption;

8. Promoting the opportunity for woodland conservation to raise awareness for the sustainable use of timber;

9. Securing a diversification of broadleaved species, in order to increase biodiversity and disease resilience;

10. Improving public access to woodland and trees particularly by sustainable travel models to capture the health and wellbeing benefits whilst managing the associated pressures;

11. Encouraging the positive management of woodland to bring it into a more productive state, improve habitat diversity, and more effectively contribute to important green infrastructure functions such as flood risk management, urban cooling and carbon storage/sequestration;

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 Greener Places

8.47 The use of defined standards can help to ensure that there is sufficient quantity and quality of green infrastructure to meet the needs of residents and to deliver the overall green infrastructure network described in Policy JP-G 2 'Green Infrastructure Network'. A variety of standards have been developed by different organisations. We are committed to developing our own standards and in doing so will have regard to whichever of these are most relevant and will provide appropriate supporting guidance as they develop.

Policy JP-G 8

Standards for Greener Places

We will develop standards in relation to:

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

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

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

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 and improving access to nature are key priorities for this Plan and central components of the wider approach to green infrastructure and the natural environment.

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

8.50 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 this Plan. A wider strategy for Nature Recovery is needed, including habitat restoration and creation, and the transformation of broad landscape areas into a diverse Nature Recovery Network.

8.51 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 JP-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 our overall aims of a major net enhancement of biodiversity value and improved access to nature are to be achieved then all new development will have to play its part, each delivering a net gain in biodiversity. This could involve the protection and improvement of existing habitats, the creation of new ones, and/or the strengthening of connections between them. Recognised metrics will be applied to new development proposals to calculate and demonstrate a measurable net gain in biodiversity of no less than 10%.

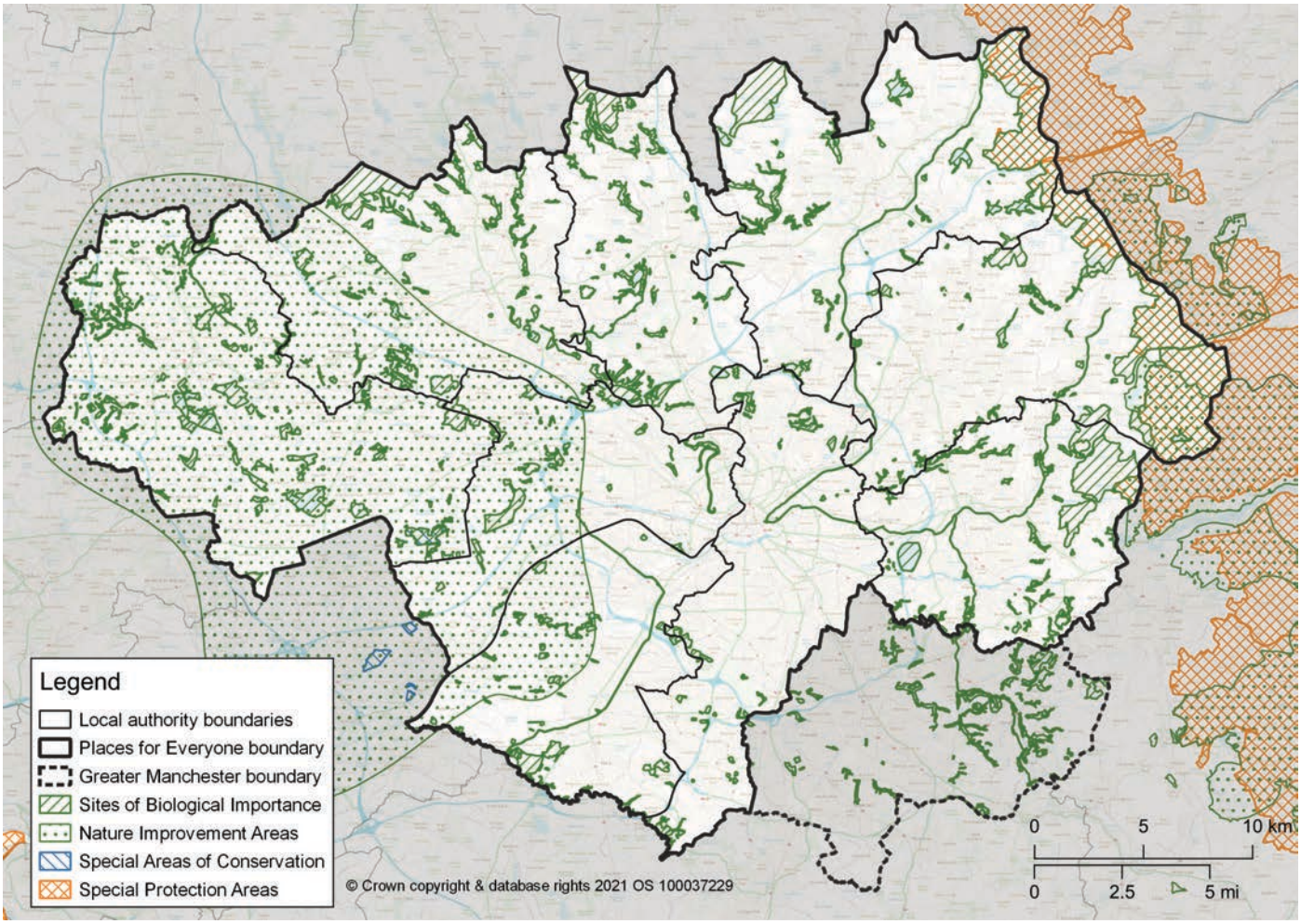


Figure 8.5 Designated wildlife sites in Greater Manchester

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 Plan's strong preference for brownfield development will assist in this. However, given the overall scale of development that needs to be accommodated, a limited amount of development on high grade agricultural land is necessary as it is critical to the delivery of wider development proposals.

Policy JP-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 Great Manchester Wetlands Nature Recovery Network; and

7. Safeguarding, restoring and sustainably managing our most valuable soil resources, tackling soil degradation/erosion and recovering soil fertility, particularly to ensure protection of peat-based soils and safeguard 'best and most versatile' agricultural land.

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

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 Green Belt

8.54 Our Green Belt was originally designated in full in 1984 as part of the Greater Manchester Green Belt. It has since seen a series of minor amendments through individual district plans, currently it totals 53,753 hectares in size, equating to approximately 46.7% of the total land area covered by this Plan. The scale of development that needs to be accommodated within the Plan area up to 2037 means that some changes to the Green Belt boundaries 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 Plan area's designated Green Belt of 1,754 hectares (3.3%), ensuring that approximately 45.2% of the Plan area will still be Green Belt.

8.55 The Green Belt makes up a considerable proportion of land in the Plan area, and it is therefore vital that its various parts play a beneficial role that supports the environmental, social and economic wellbeing of the city-region's residents. We will plan, in particular, for the enhancement of its green infrastructure functions, such as improved public access and habitat restoration, helping to deliver environmental and social benefits for our residents and

providing the high quality green spaces that will support economic growth. In particular it assists in protecting and enabling the positive use and enhancement of land which has essential natural environment and green infrastructure functions supported by other policies in the Plan, such as:

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

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

8.57 To deliver the inclusive and prosperous future outlined in the Greater Manchester Strategy, we 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 Plan's spatial strategy will be within the existing urban area. This approach alone is not, however, sufficient to meet our full development needs.

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

8.60 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 '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 in Appendix B 'Additions to the Green Belt'. These areas form part of the designated Green Belt as defined on the Policies Map in Appendix C 'Places for Everyone Policies Map'.

8.62 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 Green Belt. Additionally opportunities have been identified to mitigate harm to the retained Green Belt caused by these amendments.

Policy JP-G 10

The Green Belt

The 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 Green Belt 2021' 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 our residents 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').

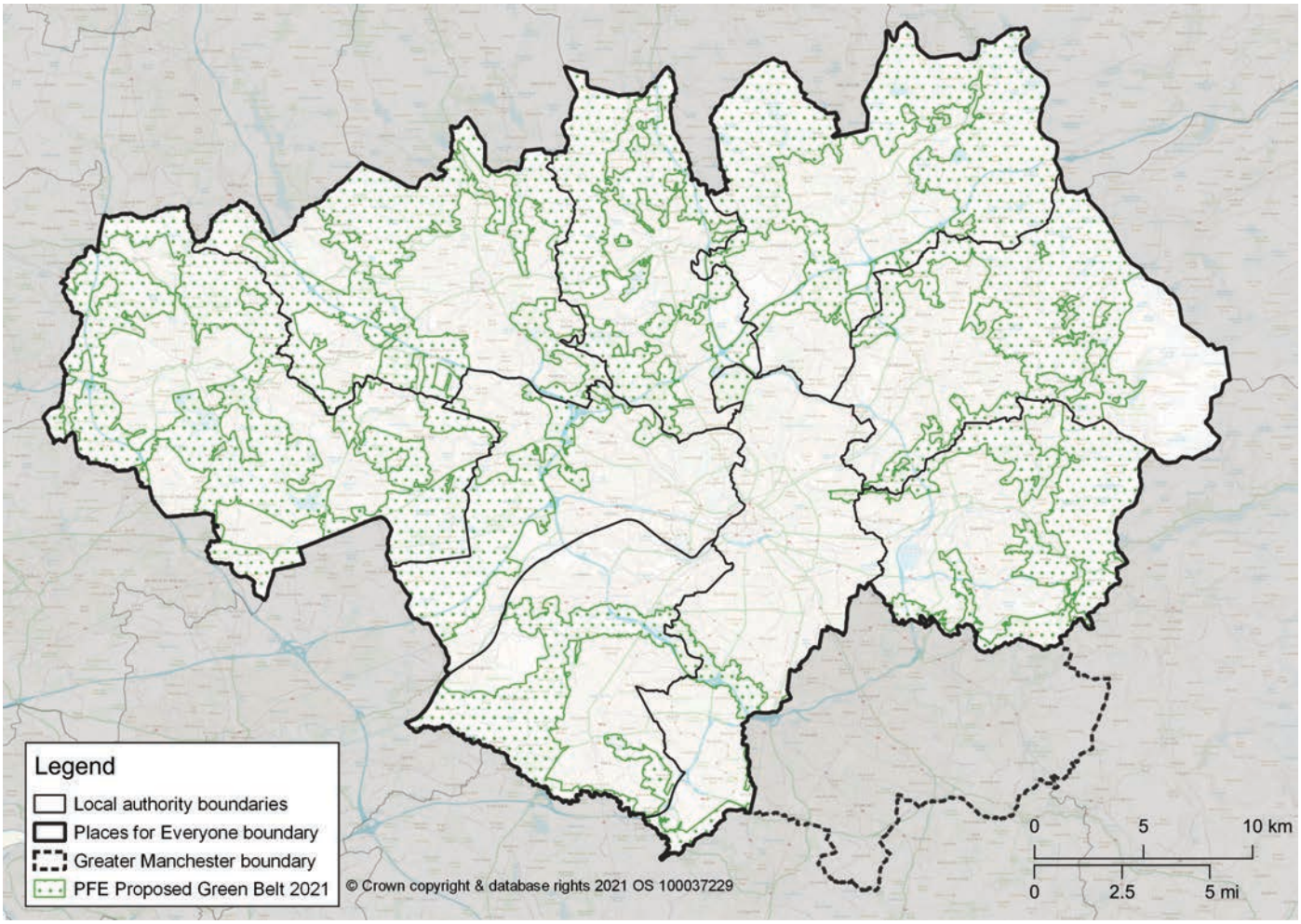


Figure 8.6 The Green Belt 2021

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

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

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

Policy JP-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 this Plan or through the preparation of a local planning authority's local plan.

Places for People



Promoting Inclusion

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

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

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

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

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

- Supporting improvements in education and research facilities
- Enabling all residents to lead healthier lives in safer places with good access to facilities that support health and 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 this Plan is to have a positive impact, then a key aim must be to raise the quality of all places in a way that is sustainable in the long-term. This will help to enhance wellbeing for residents, as well as making Greater Manchester more attractive to potential visitors and investors.

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

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

9.8 High levels of development are proposed over the plan period, and much of this will be accommodated within places that already have a strong identity. A key challenge will be to ensure that this development is fully integrated into that place, making a positive contribution rather than detracting from its coherence and character. All places will need to evolve and adapt to changes in society and technology, but it will be important that this supports improvements in their overall quality. Local distinctiveness and identity will need to be enhanced, avoiding the pitfalls of expansion seen in many other cities that have become a

continuous urban area where one place is hard to distinguish from another. The unique character of its constituent towns and neighbourhoods is a key strength of Greater Manchester that must be retained.

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

9.10 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 JP-P 1

Sustainable Places

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

1. Distinctive, with a clear identity that:

   A. 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 including designated and non-designated heritage assets. 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 The conservation and enhancement of the historic environment will start with the preparation and implementation of up-to-date evidence of the historic environment will be used to help shape and inform the implementation of planning policies at a strategic and local plan level. Key sources of information include the National Heritage List for England, the Greater Manchester Historic Environment Record, Places for Everyone Heritage Topic Paper, national and local Heritage at Risk surveys, the Greater Manchester Historic Landscape Characterisation project, the Greater Manchester Textile Mills Survey, conservation area appraisals and management plans and site specific assessments.

Policy JP-P 2

Heritage

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

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

Culture

9.13 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 JP-P 3

Cultural Facilities

Through this Plan we 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 set out in this plan, it is anticipated that most of the demand for new retail and leisure floorspace can be accommodated within existing centres.

9.20 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 JP-P 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)
2. Ashton-under-Lyne (Tameside)
3. Bolton (Bolton)
4. Bury (Bury)

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

5. Oldham (Oldham)
6. Rochdale (Rochdale)
7. 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 policies in this Plan contribute to the development and application of the sub-region's knowledge base, including by:

- Increasing the supply of high quality housing in a more diverse range of locations to attract and retain greater numbers of skilled 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, thereby enabling residents and businesses to access knowledge and opportunities

Policy JP-P 5

Education, Skills and Knowledge

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

1. Enabling the delivery of new and improved accessible facilities for all ages, such as early years, schools, further and higher education, and adult training to ensure our workforce is ready to benefit from new employment opportunities;

2. Ensuring the delivery of sufficient school places to respond to the demands from new housing, such as through:

    a. Working with education providers to forecast likely changes in the demand for school places; and

    b. Where appropriate, requiring housing developments to make a financial contribution to the provision of additional school places and/or set aside land for a new school, proportionate to the additional demand that they would generate;

3. Supporting the continued growth and success of the university sector, such as through:

    a. Enhancing the existing campuses and developing new ones;
    b. Strengthening the world-leading research capabilities and promoting opportunities for business spin-offs; and
    c. Continuing to help develop Greater Manchester as the UK's best destination for students

Health

9.28 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.

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

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 this Plan is maximised as far as possible. As a result, the overall strategy and many of the policies and proposals in other parts of the plan will support improvements in health and wellbeing, and reductions in health inequalities, such as by:

- Promoting a successful economy for Greater Manchester, where everyone is able to share in the benefits of growth, given that household income is a key determinant of good health
- Increasing the supply of high quality and affordable homes that meet minimum size and 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

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 JP-P 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 our hospitals; and
3. Facilitating greater integration of health and social care, and the provision of integrated wellness hubs, including the co-location of health, community and wellness services.

Sport and Recreation

9.34 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]

109 Health Survey for England, 2015

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.

Policy JP-P 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 common standard for the provision of designated play areas to meet the needs of the population

110 Greater Manchester Combined Authority (October 2017) *Our people our place: The Greater Manchester Strategy*, p.21

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 strategic 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.

Connected Places



An Integrated Network

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

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

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

10.4 As part of Greater Manchester, our boroughs are already highly connected places. At the international level, Manchester Airport offers direct flights to over 200 destinations worldwide, and the Manchester Ship Canal and M58/M62 provide freight connections to the deep-water facilities at the Port of Liverpool. Nationally, London is just two hours away by train (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 Plan area 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 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 which this Plan supports. The Greater Manchester Strategy sets out a future for Greater Manchester as a place where people live healthy lives, and a place that is at the forefront of action on climate change. Building on this, the 5-year Environment Plan for Greater Manchester sets an ambitious target to be carbon neutral by 2038. Although these targets are in the future, action must be taken now if we are to make them a reality, and significant reductions in carbon emissions from transport are vital in achieving these ambitions.

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

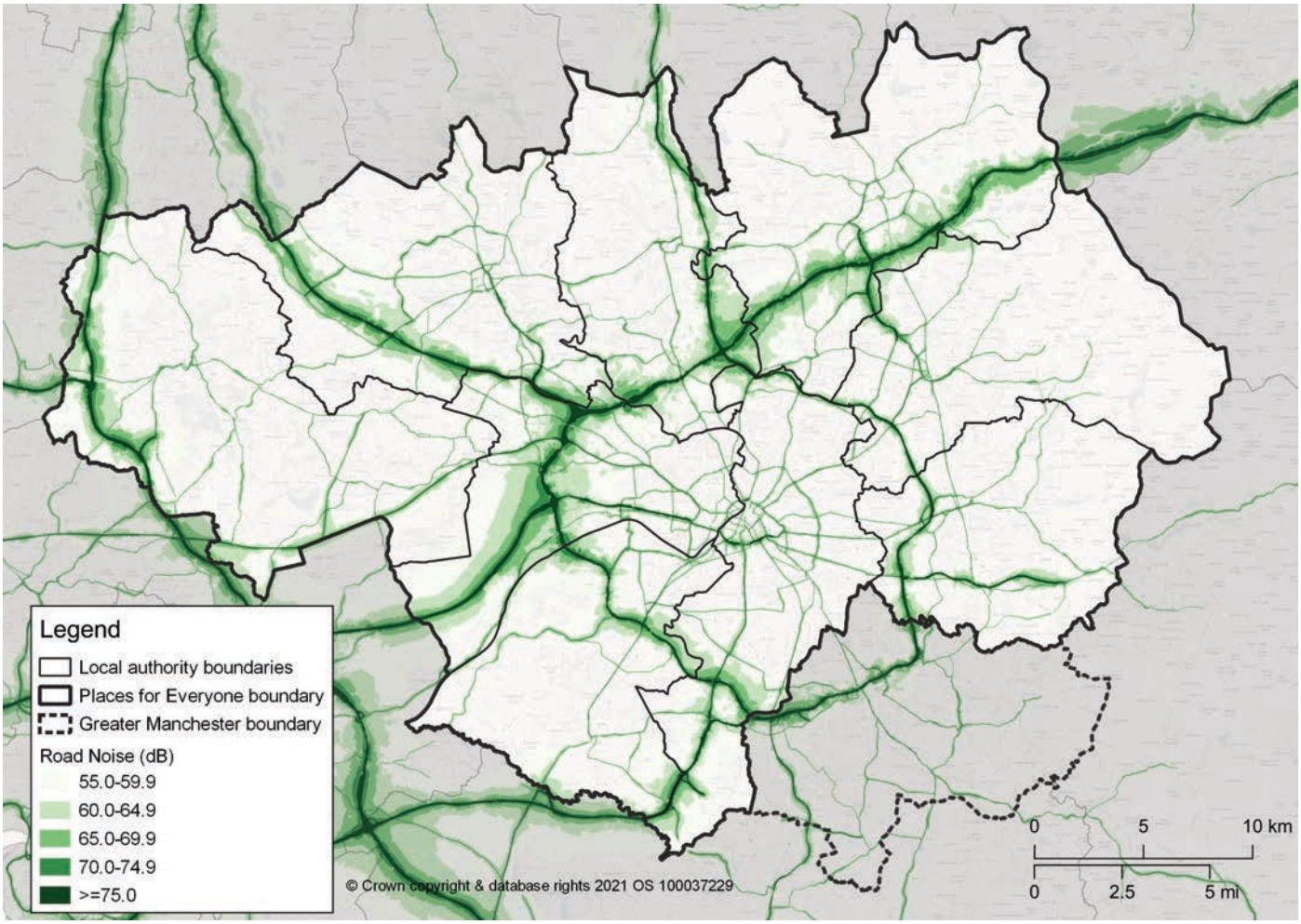
10.12 Traffic is a major contributor to poor air quality. It is estimated that approximately 5% of deaths each year in Greater Manchester are attributable to particulate air pollution, equating to approximately 1,200 early deaths each year due to illnesses linked to air pollution.[115] Poor air quality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

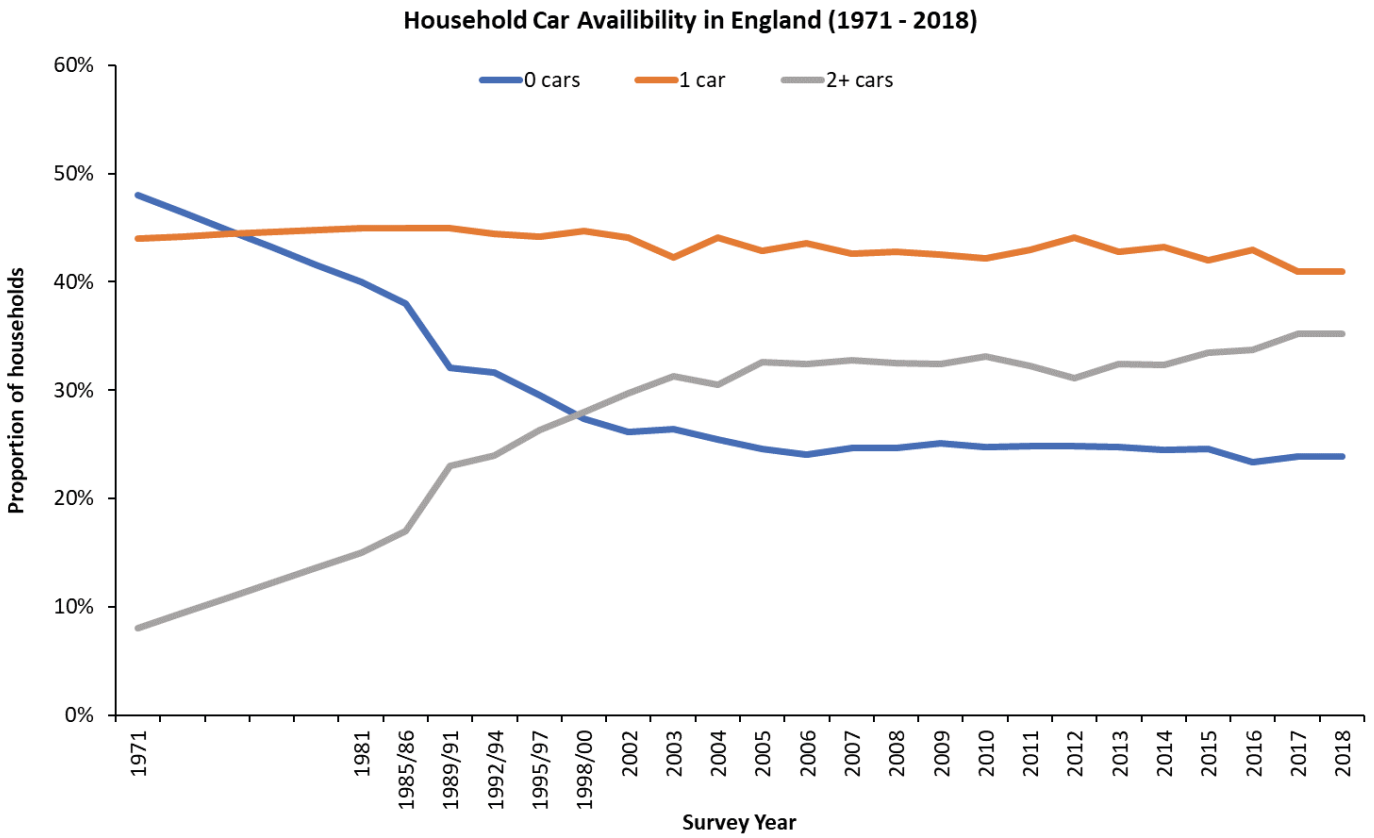
10.19 The GM Travel Diary Survey (GM TRADS (2017-2019)) shows that, in the Plan area, around 32% of households do not own or have access to a car. However, the proportion of households with two or more cars is now at its highest ever at 23.7%. Car use is highest in Tameside (71%) and lowest in Manchester (38%), as a percentage of all journeys (as either driver or passenger).[(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 Changed 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 10.3 National Travel Survey 2018, Table NTS0205

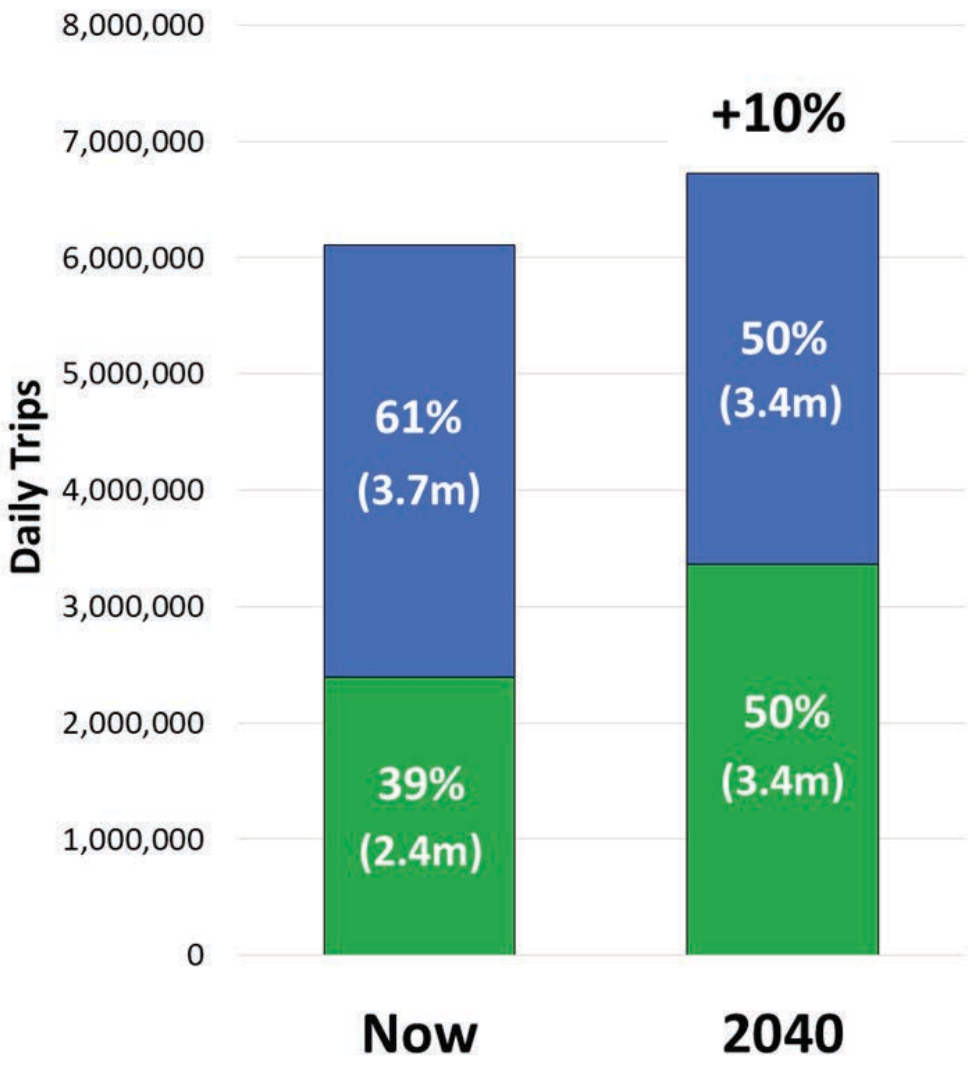
10.21 In contrast, the rapid rise in digital demand seems likely to continue, with more services being delivered digitally and ever-increasing data transfers requiring faster, higher-capacity broadband and mobile connections. As the Plan area becomes 'smarter' – utilising data to deliver services more swiftly and efficiently and adopting innovation such as connected and autonomous vehicles, artificial intelligence and the Internet of Things (where an increasing range of everyday devices are connected, monitored and operated via the internet) – travel patterns will change and digital will increase in importance. As stated in Our People, Our Place: The Greater Manchester Strategy, it is ultimately our ambition for the city-region to be the UK's leading digital city and one of Europe's top five.[(122)]

10.22 Our challenge is therefore to provide outstanding connectivity that supports low carbon economic growth and greater levels of social inclusion. It must also accommodate the forecast increase in demand for travel, while minimising the adverse environmental and quality of life impacts.

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 will be minimising the need to travel, which will help reduce the pressure on transport systems. This will be achieved by creating local neighbourhoods where people can live, work and access services and shops, alongside behavioural change, such as mode shift, flexible and home working.

10.24 A massive change in people's travel behaviour is needed so that walking and cycling become the natural choice for short journeys and public transport for longer trips. This will help to support more active lifestyles, which in turn will promote good health. It will also address some of the negative impacts of a high-level of car use, such as traffic congestion, air pollution, greenhouse gas emissions, noise pollution and poorer quality places.



Picture 10.4 Change in daily trips, now-2040

10.25 The vision for 2040 is for half of all daily trips in Greater Manchester to be made by public transport, cycling and walking. This will mean a million more trips each day using sustainable and active modes of travel. Our analysis suggests that achieving this will enable us to deliver our economic growth ambitions without increasing overall motor-vehicle traffic in Greater Manchester.

10.26 The Greater Manchester Transport Strategy 2040 refresh[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 PfE allocations into Greater Manchester's wider programme and funding requirements. Our Five Year Transport Delivery Plan is the framework for transport investment, across Greater Manchester, required to support growth throughout the Plan period and as such should be read alongside this chapter.

10.27 We will continue to invest in a wide range of initiatives intended to ensure that the transport system as a whole works more effectively, to reduce carbon and create cleaner air as well as to eliminate barriers to travel and proactively respond to changing transport innovations, including:

- The Clean Air Plan, a package of interventions that are reasonably expected to reduce NO2 concentrations to legal levels and have wider air quality benefits;
- Carbon Reduction measures that support the 5 Year Environment Plan and the long-term environmental ambition for carbon neutrality by 2038;
- The roll-out and mainstreaming of innovation and future mobility technologies;
- Further phases of Greater Manchester's smart ticketing initiative;
- Targeted behaviour change activities through established programmes; and
- Safety and security measures and programmes to make the 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 JP-C 1

An Integrated Network

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

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 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.

10.30 Any truly global city will need to have widespread, affordable, reliable, secure and future-proofed digital infrastructure that provides a competitive edge for businesses and supports high-levels of social inclusion. This will be essential to capitalise on new innovations,

125 https://nacto.org/global-street-design-guide-gsdg/

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. The Plan area 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 area suffers from similar problems to many other parts of the country in terms of limited roll-out of full fibre broadband, uneven access to affordable digital connections, and limited access to mobile networks, especially in rural areas. The Plan area is covered by Greater Manchester's current strategy for becoming a Digital city-region as set out in the Greater Manchester Digital Strategy 2018-2020.

10.33 Improving digital infrastructure and ensuring that new development is connected to it is therefore a high priority. The development industry has a significant role in enabling this priority, as well as benefiting from it. It will be important to accelerate the delivery of full fibre gigabit-capable networks and to be at the forefront of the roll-out of next generation mobile technology. Recent decades have shown the speed with which digital technology evolves, with a new generation of mobile technology being introduced around every ten years. The digital infrastructure will therefore need to adapt and evolve throughout the Plan period.

Policy JP-C 2

Digital Connectivity

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

In making decisions we will support a range of measures, including:

1. Enabling the roll-out of latest generation mobile technology and full fibre to the premises connectivity, in a way that maximises coverage whilst protecting townscape quality and ensuring an ability to respond to updated/changing technology;

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

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.

Public Transport

10.34 If Greater Manchester's overall vision is to be achieved then there will have to be an increase in the use of public transport, particularly for medium and longer-distance trips.

10.35 One of the main factors supporting a growth in public transport services and usage is population density. The more people that live in an area the greater the potential for more frequent, affordable and accessible public transport. As such, the policies elsewhere in the Plan encourage concentrated regeneration and development that have the potential to increase the attraction and availability of public transport.

10.36 It will be vital to deliver a comprehensive and integrated public transport network, which enables people to change between different services and make a much wider range of trips than just those to and from Manchester city centre. This will be important if the public transport system is to respond to the needs and complexities of people's travel demands and provide a genuine alternative to the car. It will also be vital that the public transport network is fully integrated with the walking and cycling network, so that people can easily access it without driving.

10.37 The public transport network plays a vital role in tacking congestion and providing access to work, leisure and other destinations. Increasing usage of public transport is key to achieving our right mix objectives of zero net growth in motor vehicle traffic. An ambitious programme of investment to improve and extend the reach of public transport is set out in Our Five Year Transport Delivery Plan. This includes interventions that are committed for delivery in the next five years, and interventions that currently require further development in the next five years and beyond.

10.38 We aim to invest in the bus and highway network to reverse the decline in bus patronage and increase bus use by measures including:

- Development of Quality Bus Transit Corridors through whole-route upgrades of key bus routes and Bus Corridor Upgrades focused on delivering improvements to bus journey time and reliability;
- Development of Bus Rapid Transit (BRT) links for longer and middle-distance journeys;
- New multi-modal interchanges;
- Development of new bus services; and
- Enhancement of our Ring and Ride offer.

10.39 We plan to build on the success of Metrolink through measures to improve reliability, capacity and customer experience including:

- New stops / travel hubs on the Metrolink network;
- New Metrolink connections, including exploring the feasibility of Tram-Train;
- Renewing the Metrolink fleet assets providing more trams and expanding Tram Management Systems to increase capacity and resilience; and
- A City Centre Metro Tunnel.

10.40 Working with rail industry partners, we plan to deliver a number of key priorities and continue work on long term, large scale projects that will improve the reliability, capacity and customer experience of rail travel, including:

- Central Manchester / Castlefield Corridor capacity expansion;
- A programme of rail improvements on key rail corridors including further electrification to address capacity issues and reduce the carbon footprint and air quality impact of rail operations;
- Station enhancements including access for all and platform lengthening;
- New stations; and
- HS2 / NPR (Northern Powerhouse Rail) including growth strategies at Piccadilly, the Airport and Wigan.

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

10.42 Improved access to Metrolink, Bus Rapid Transit stops and Rail stations through the provision of Travel Hubs that expand the catchment of rapid transit (by facilitating the “first and last mile” of a trip) and Park and Ride facilities, may also be required to enable those more distant from public transport to access the network. Shared services (such as car clubs and bike hire), demand-responsive services such as Local Link and taxis, and electrification of both private and shared vehicles with appropriate Ultra Low Emission Vehicle (ULEV) charging infrastructure, are also likely to play an important role.

10.43 This will all require an enormous amount of additional investment in infrastructure and services, and in supporting initiatives such as integrated smart ticketing, reform of the bus market and rail refranchising. Careful prioritisation of investment will be needed to ensure that maximum benefit is delivered from the available public and private funding. Even with a major increase in investment, there will still be some locations that are not particularly well-served by public transport. It will be important to ensure that options are available that enable people to make the trips that they need to without, owning or having access to a car.

10.44 The complexity of the public transport network, coupled with the scale of investment needed, means that it is not possible at this stage to identify all the interventions needed. Further work will be required throughout the Plan period to identify and deliver new routes and

services that function effectively as part of the overall network. The new routes and services will be influenced by development and, as they are delivered, they will influence new development in turn.

10.45 The scale and lead-in times for the more significant public transport infrastructure, such as a potential city centre tunnel, will mean that construction may only begin towards the end of the plan period and completion may be beyond 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 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. Additionally, although not in the Plan area, the HS2 connection to, and solving capacity issues for local services moving through, the Stockport area, will be important for residents in the PfE Plan area.

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. We support 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 JP-C 3

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 public transport, we will support a range of measures, including:

1. Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London and Northern Powerhouse Rail;

2. Increased capacity at the bottlenecks in Manchester city centre on both light and heavy rail networks to enable improvements to reliability, resilience and capacity across the whole of Greater Manchester;

3. Improved public transport routes and services to the City Centre and wider Core Growth Area;

4. Improved public transport routes and services to Manchester Airport;

5. Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;

6. More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;

7. Improved access to rapid transit routes including first/last mile solutions.

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 We continue 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, both in terms of improving connectivity and network reliability and the physical impacts of new infrastructure. In the southern part of Greater Manchester, the study at the Airport around the M56 and the proposed study of the M60 corridor in the south-east will also be key. However, the scale and lead-in time for some of the infrastructure proposals and the five-year planning/investment periods for RIS may mean that they are only completed towards the end of the Plan period or beyond.

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

10.59 Recognising that streets vary greatly is at the heart of the Streets for All approach. Each street is unique, and many of them change in character throughout the day, across the week and along their length. Streets for All entails nurturing the distinct character of each street, based on a good understanding of what both local communities and people travelling want from different streets.

10.60 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 JP-C 4

Streets for All

Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy JP-C 5 'Walking and Cycling'and Policy JP-C 3 'Public Transport').

We will work with Department of Transport, Highways England, Transport for the North and TfGM to ensure:

1. The design and management of streets will follow 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 around half of the trips made by our residents are less than 2km in length with 40% of these trips being made by car. There is therefore great potential for increasing cycling and walking in the Plan area which will be fundamental in achieving the city region's overall transport vision.

10.65 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 peoples' health and wellbeing. By encouraging fewer people to drive for shorter journeys we will help reduce carbon emissions, congestion, air and noise pollution and the other negative impacts of vehicle traffic.

10.66 If walking and cycling are to become the natural choice for shorter journeys, then a dramatic improvement in the quality and extent of our walking and cycling infrastructure will be required. New and improved routes will be needed, and the barriers that currently discourage people from walking and cycling will need to be removed. High-quality walking and cycling infrastructure will also be vital in increasing the use of public transport, and so will need to be integrated with the public transport network.

10.67 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 JP-C 5

Walking and Cycling

In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:

1. Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community 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 JP-C7.

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 our economy and productivity. It supports a broad range of sectors, including manufacturing, retail and waste management. Logistics is also an important sector in its own right, with significant growth potential within the Plan area. The PfE Plan identifies a strong portfolio of employment sites, many of which will be suitable for logistics, including regional and national distribution centres. Logistics is also becoming even more important to everyday life, with the increase in internet shopping and demands for same or next day deliveries.

10.70 Ideally, more freight should be moved by rail and water, particularly over longer distances, to reduce highway congestion, greenhouse gas emissions and air pollution. The Plan area benefits from having a large rail freight terminal at Trafford Park, which provides daily services to/from the major ports of Felixstowe, Southampton and London Gateway. Sustainable freight

will be further enhanced by the completion of Port Salford, which will provide rail connections via the main Manchester-Liverpool line, shipping links along the Manchester Ship Canal to the deep-water facilities at the Port of Liverpool, and a new on-site container terminal. It will be important to make the most of these facilities as additional opportunities for new rail and water-served sites elsewhere in the Plan area are limited.

10.71 Many logistics sites in the Plan area will be reliant on road-based freight, taking advantage of the strategic location within the national motorway network. This reinforces the importance of delivering the strategic highway improvements identified above. The Plan area also benefits from outstanding air freight connections at Manchester Airport and its World Freight Terminal.

10.72 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 JP-C 6

Freight and Logistics

We will support the more efficient and sustainable movement of freight, including by:

1. Protecting existing rail- and water-served sites and associated infrastructure.
2. Completing the tri-modal Port Salford, including a rail spur from the Manchester-Liverpool line, canal berths on the Manchester Ship Canal, and a container terminal.
3. Accommodating the expansion of air freight activities at Manchester Airport.
4. Enabling the provision of consolidated distribution centres and the use of low- and zero-emission vehicles including electric vehicles, cargo bikes and E-cargo bikes for local and last mile deliveries.
5. Ensuring that new development makes appropriate provision for deliveries and servicing in terms of road safety, traffic congestion and environmental impacts, in accordance with Policy JP-C7.

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, 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 area with good public transport access at all times. Flexible on-demand and shared services such as car clubs, Local Link and taxis, will have an important role to play in filling the gaps in public transport routes and services, and so it will be important that new developments are designed to accommodate them where appropriate.

Policy JP-C 7

Transport Requirements of New Development

Planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plan where appropriate. We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

We will do this by:

Connectivity and Permeability

1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C 1 'An Integrated Network', including;

    - Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:

- be direct, safe and convenient;
- connect to nearby facilities, employment areas, public transport stops; and
- improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;

- Ensuring that 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.

Site Allocations



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

11.2 The majority of the development required to deliver this Plan's spatial strategy will be within the existing urban area. Figure 11.1 'Existing land identified for office, industrial/warehousing and housing development 2020'shows the existing land identified for office, industrial and housing development through our 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.

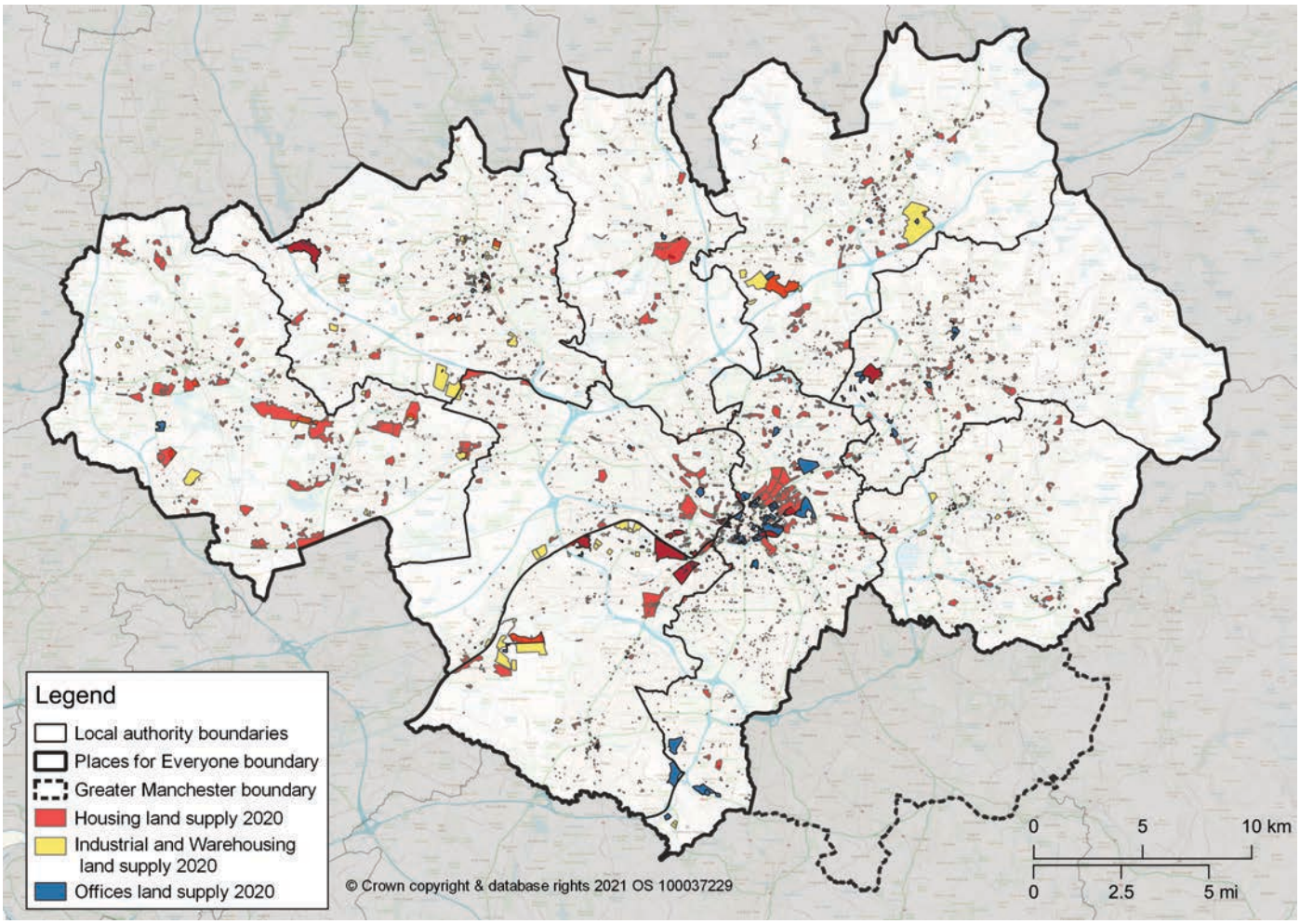


Figure 11.1 Existing land identified for office, industrial/warehousing and housing development 2020

11.3 As set out in both 6 'Places for Jobs' and 7 'Places for Homes', insufficient land has been identified within these assessments to meet our development needs.

11.4 Discussions have taken place with neighbouring local authorities to determine whether it would be appropriate for them to meet some of our development needs, but it has been agreed that this would not be appropriate as it would require them to release parts of their own Green Belt and would be likely to lead to less sustainable commuting patterns.

11.5 Some additional development sites, outside the urban area, are therefore required to deliver our inclusive growth needs. The role of this Plan is to identify these sites, provide the policy context for their development and make the associated changes to the Green Belt. Combined with the existing land supply these sites will enable us to meet our overall objectives.

11.6 The sites identified reflect the overall spatial approach set out in 4 'Strategy' with the aim of making the most of existing locations and assets whilst providing opportunities across the Plan area that help address current disparities. The identification of the sites within this section will help to achieve the sustained economic growth in the Core and our southern parts of the conurbation whilst significantly boosting the economic competitiveness of the northern districts in Greater Manchester. This is not only linked to the provision of new jobs and opportunities but also the choice and quality of housing, the infrastructure required to support the new development and the delivery of high quality places.

11.7 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.

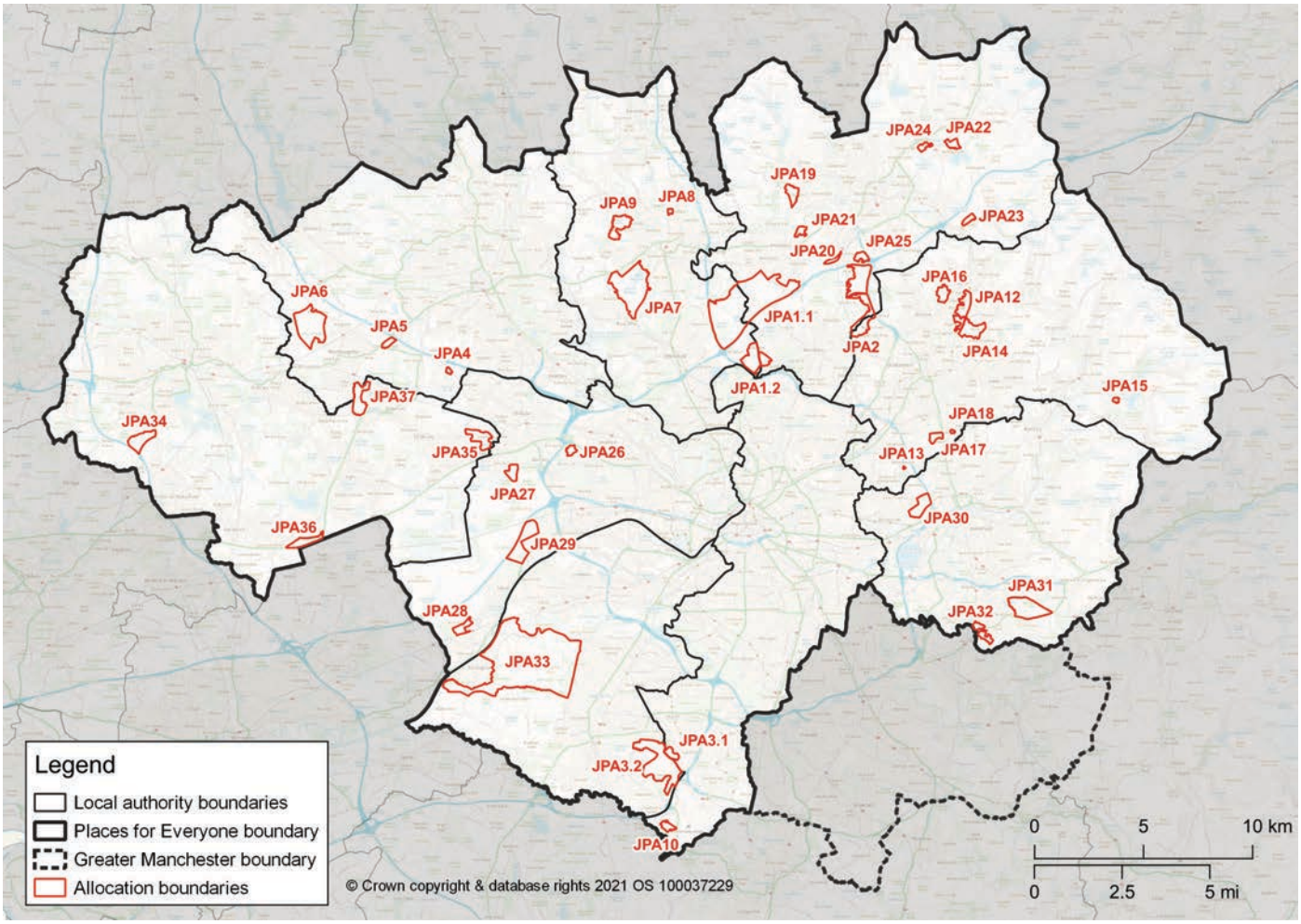
11.8 The strategic housing allocations provide an opportunity to widen housing choice within districts. This will include the provision of affordable housing as well as larger and higher value homes in those areas which there is currently a lack of such housing. This will create a more inclusive housing offer across our boroughs 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 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 'Places for Everyone Allocations 2021' shows all the sites allocated within this Plan. These are defined on the Policies Map and a detailed policy framework for each allocation is set out in this Chapter.



Picture 11.2 Places for Everyone Allocations 2021

District	Places for Everyone 2021 Policy Number	2021 Policy Name
Cross Boundary	JPA1.1	Northern Gateway Heywood / Pilsworth
Cross Boundary	JPA1.2	Northern Gateway Simister and Bowlee

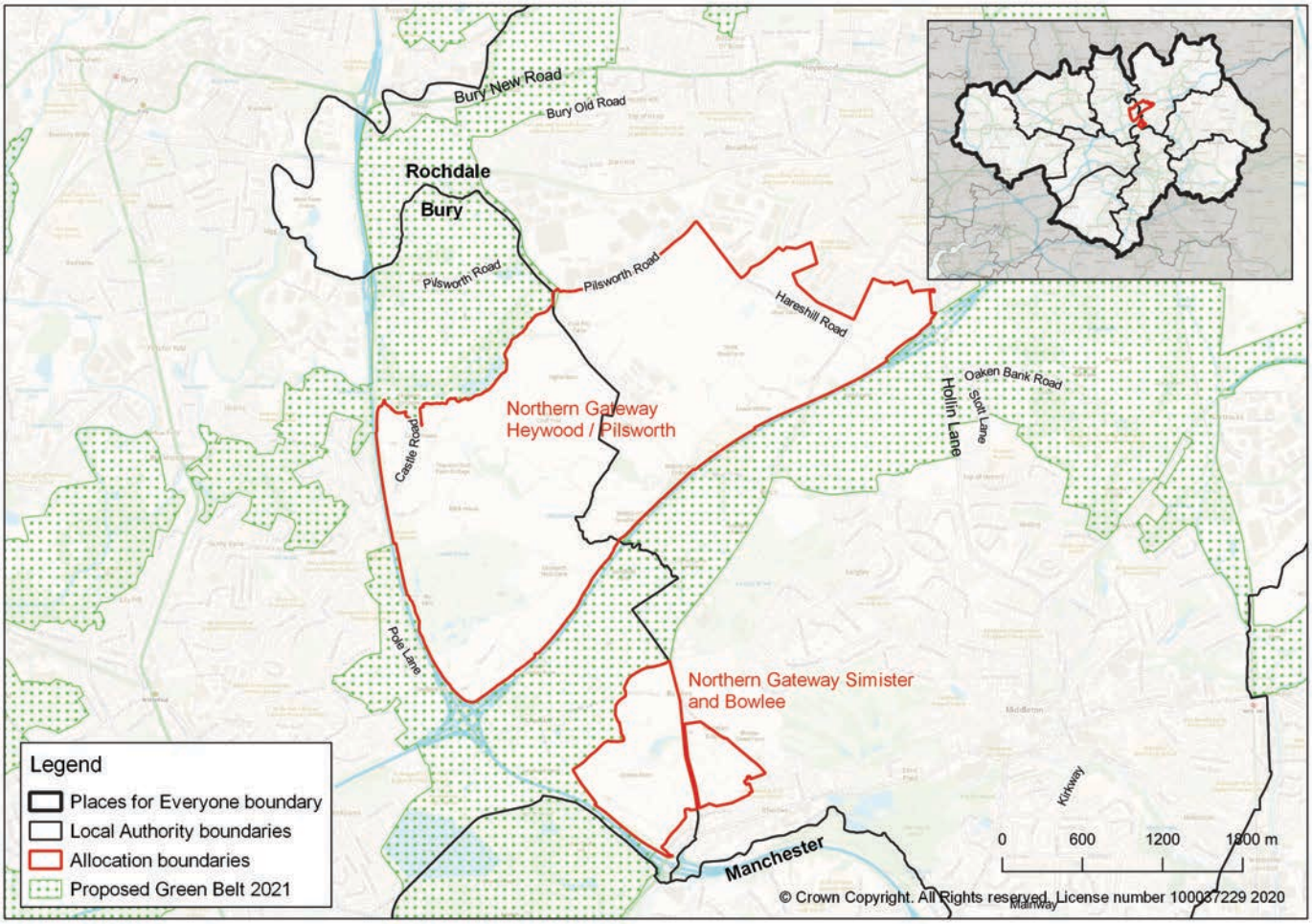
District	Places for Everyone 2021 Policy Number	2021 Policy Name
Cross Boundary	JPA2	Stakehill
Cross Boundary	JPA3.1	Medipark
Cross Boundary	JPA3.2	Timperley Wedge
Bolton	JPA4	Bewshill Farm
Bolton	JPA5	Chequerbent North
Bolton	JPA6	West of Wingates
Bury	JPA7	Elton Reservoir
Bury	JPA8	Seedfield
Bury	JPA9	Walshaw
Manchester	JPA10	Global Logistics
Manchester	JPA11	N.B. Number no longer in use
Oldham	JPA12	Beal Valley
Oldham	JPA13	Bottom Field Farm (Woodhouses)
Oldham	JPA14	Broadbent Moss
Oldham	JPA15	Chew Brook Vale (Robert Fletchers)
Oldham	JPA16	Cowlishaw
Oldham	JPA17	Land south of Coal Pit Lane (Ashton Road)
Oldham	JPA18	South of Rosary Road
Rochdale	JPA19	Bamford and Norden
Rochdale	JPA20	Castleton Sidings
Rochdale	JPA21	Crimble Mill
Rochdale	JPA22	Land north of Smithy Bridge

District	Places for Everyone 2021 Policy Number	2021 Policy Name
Rochdale	JPA23	Newhey Quarry
Rochdale	JPA24	Roch Valley
Rochdale	JPA25	Trows Farm
Salford	JPA26	Land at Hazelhurst Farm
Salford	JPA27	East of Boothstown
Salford	JPA28	North of Irlam Station
Salford	JPA29	Port Salford Extension
Tameside	JPA30	Ashton Moss West
Tameside	JPA31	Godley Green Garden Village
Tameside	JPA32	South of Hyde
Trafford	JPA33	New Carrington
Wigan	JPA34	M6 Junction 25
Wigan	JPA35	North of Mosley Common
Wigan	JPA36	Pocket Nook
Wigan	JPA37	West of Gibfield

Table 11.1 List of Places for Everyone Allocations

Cross-Boundary Strategic Allocations

Northern Gateway



Picture 11.3 JPA 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 JP Allocation 1.1 'Heywood / Pilsworth (Northern Gateway)'); and
- Simister and Bowlee (Bury and Rochdale) (see Policy JP Allocation 1.2 'Simister and Bowlee (Northern Gateway)')

11.13 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 the

joint plan is to deliver inclusive growth across the city region complemented by a key aim to boost the competitiveness of the northern parts of Greater Manchester. The Northern Gateway is one of the key 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 joint plan plays its part in driving growth within the north of England and enable Greater Manchester to be competitive both nationally and internationally.

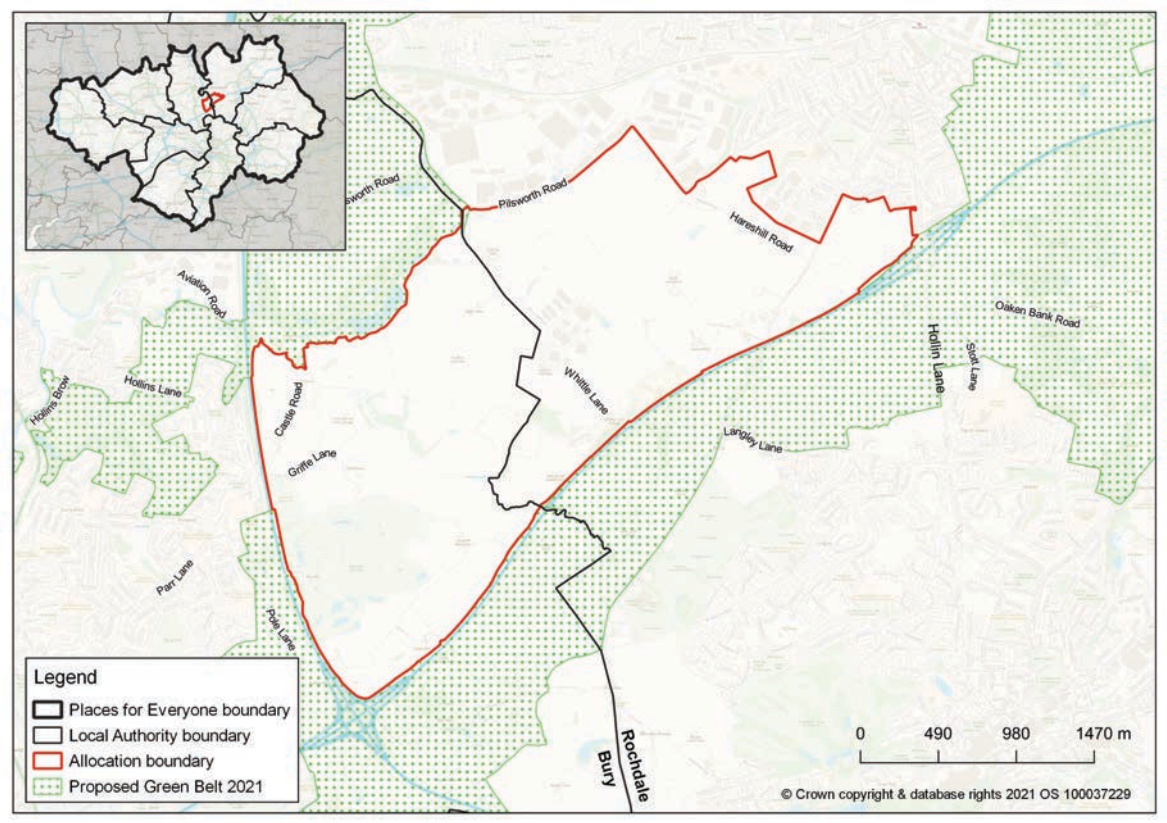
11.16 This will be supported by new communities as part of the Heywood/Pilsworth allocation as well as at Simister/Bowlee which have transformational potential in enabling new housing, community facilities and new transport infrastructure to come forward in what is currently an area with significant 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 JP Allocation 1.1

Heywood / Pilsworth (Northern Gateway)



Picture 11.4 JPA 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 JP-D 1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband and electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

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 joint plan 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 (JPA1.2);
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 JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places'. 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 JP-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 JP-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/local road network where required to serve multiple functions including air quality, noise, visual mitigation and high quality landscaping;
17. Protect and, where appropriate, enhance 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 the assessment of heritage assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process; and
18. 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.

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 to discharge surface water, only foul flows should connect with the public sewer.

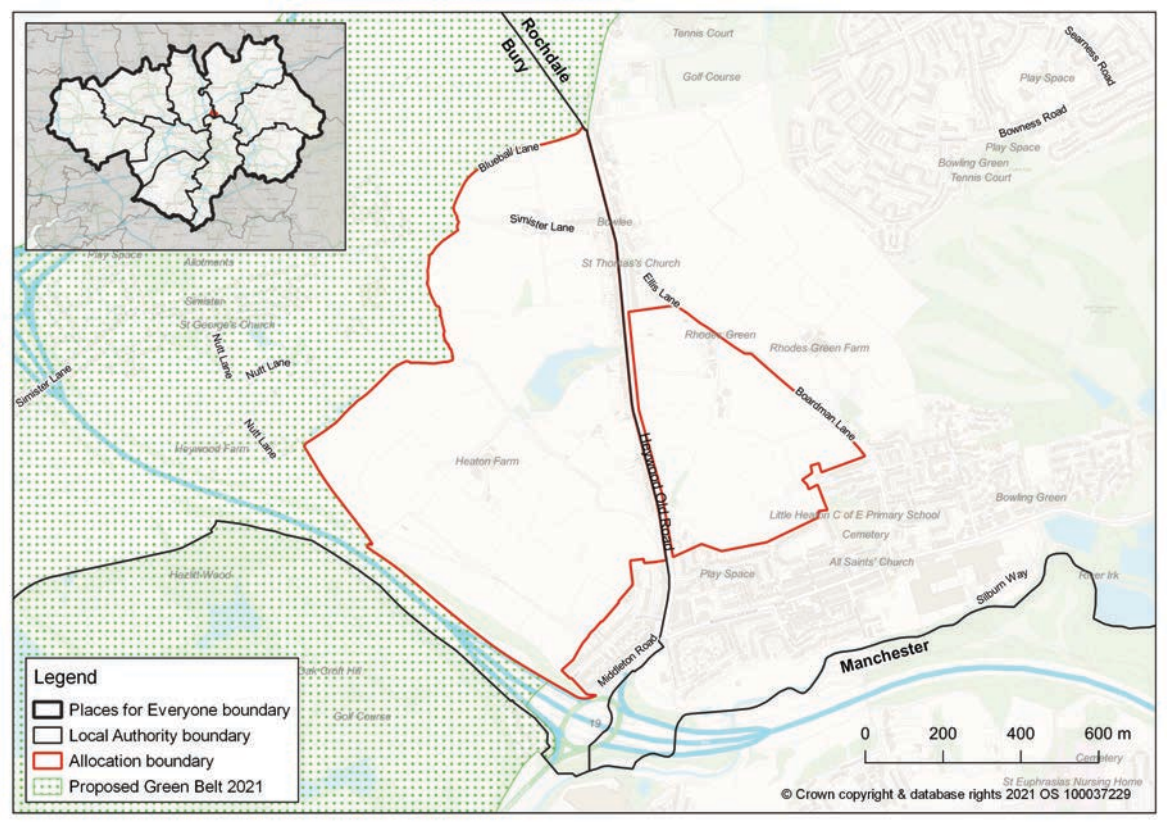
11.33 Traffic to and from the site is likely to include travel on the M62 which passes close to designated European sites and, as such, a project specific Habitats Regulation Assessment will be required for planning applications involving 1,000 or more sqm or 50 or more residential units.

11.34 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.

11.35 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 JP Allocation 1.2

Simister and Bowlee (Northern Gateway)



Picture 11.5 JPA 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 JP-D 1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Development at this allocation will be required to:

1. Deliver a broad mix of around 1,550 homes to diversify the type of accommodation across the Simister, Bowlee and Birch and Langley areas. This should include an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build 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 joint plan 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 (JPA1.1);
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 JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places'. 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 JP-G 9 'A Net Enhancement of Biodiversity and Geodiversity';
13. 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;

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 JP-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;
16. Carry out a project specific Habitats Regulation Assessment for planning applications of 1,000 sqm / 50 dwellings or more;
17. 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;
18. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes;
19. Protect and enhance the heritage and archaeological assets within the vicinity of the allocation and their setting in accordance with the findings and recommendations of the assessment of heritage assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process.

11.36 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.

11.37 The delivery of such a major opportunity will require significant investment in infrastructure if it is to be successful and sustainable. In particular, the allocation will need to benefit from a wide range of public transport improvements in order to promote sustainable travel and improve linkages to new employment opportunities at JPA1.1 Heywood/Pilsworth. This could potentially include Bus Rapid Transit linking Manchester City Centre to the Northern Gateway allocation. The allocation may also benefit from a potential Bus Rapid Transit or Metrolink extension to Middleton. Higher density development close to these corridors will help support the viability of new services. These public transport improvements will also need to be supported by safe and attractive walking and cycling routes to promote healthier and more sustainable shorter journeys to work.

11.38 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.

11.39 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.

11.40 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.

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

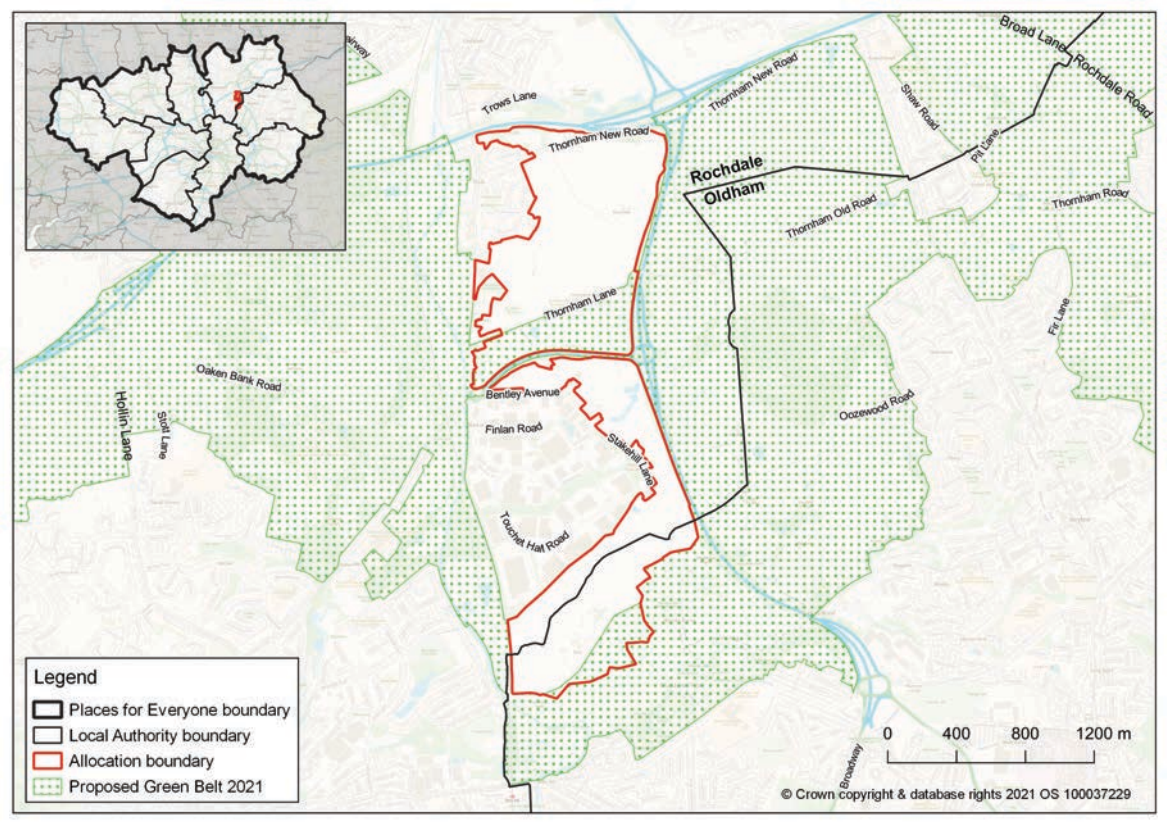
11.42 Given that the site is located adjacent to the M62 motorway, there may be a need to incorporate a buffer between the allocation and the motorway to serve multiple functions including air and noise mitigation and high quality landscaping. Mitigation through tree planting could be undertaken in conjunction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

11.43 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 JP Allocation 2

Stakehill



Picture 11.6 JPA 2 Stakehill

Development at this site will be required to:

1. Deliver around 150,000 sqm of high quality, adaptable, employment floorspace within a 'green' employment park setting, with a focus on suitable provision for advanced manufacturing and other key growth sectors, taking advantage of its accessible location and proximity to Junction 20 of the M62, and complementing the other opportunities within the North-East Growth Corridor;
2. Provide around 1,680 high quality homes, including larger, higher value properties, to support the new jobs created within the North-East Growth Corridor and create a sustainable and high quality extension to the urban area;
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 in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application process;
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 boundary separating the development area and land to be retained as Green Belt to the south 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 ponds 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.

11.44 Stakehill provides a significant opportunity for both Oldham and Rochdale to contribute to the future economic growth of Greater Manchester, capitalising on its proximity and connectivity to the motorway and rail network. It has the potential to provide a significant contribution to the sub-regional requirement for employment floorspace within key growth sectors and attract additional investment and economic activity to the area. The scheme will also generate a range of benefits for the local and wider economy. It would involve the loss of Green Belt, however, it offers an excellent location, as part of the North-East Growth Corridor and Northern Powerhouse with connections through to Liverpool and Leeds. The level of housing provided will contribute towards the delivery of our housing need, diversifying our housing stock and supporting the proposed employment opportunities across the North-East Growth Corridor and elsewhere.

11.45 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.

11.46 Stakehill Industrial Estate has a strong reputation as an employment location and has excellent access to the motorway network. Public transport on the western edge of the site is good but public transport access, particularly from Oldham borough, requires improvement. This existing successful business park can provide a focus for a significantly expanded employment offer in this area which will complement the other opportunity areas within the North-East Growth Corridor gateway providing different types of premises and appeal to a wide range of uses and sectors.

11.47 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.

11.48 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.

11.49 The development would involve the loss of an area of Green Belt but an area of Green Belt is to be retained between the A627(M) spur and Thornham Lane to provide some separation between the urban areas of Rochdale and Middleton. 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 used within the development can help mitigate against any visual impact. The site does include areas of biodiversity in the form of Sites of Biological Importance, ponds and brooks. These and other nature conservation features should be retained and, where possible, enhanced.

11.50 A proportion of the site to the south is also to be retained as Green Belt, providing an opportunity to significantly enhance the biodiversity value of the site and for the incorporation of sustainable drainage systems integrated as part of the multi-functional green infrastructure network reflecting its ‘green’ employment park setting.

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 design, density and provision of green space to preserve the tranquillity of the Church. Similarly, where practical, historic field boundaries as highlighted by the Historic Environment Assessment 2020 should be retained and incorporated 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 will require a programme of archaeological investigation. These sites will be considered through the detailed masterplanning of this site and any subsequent planning application.

11.52 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,

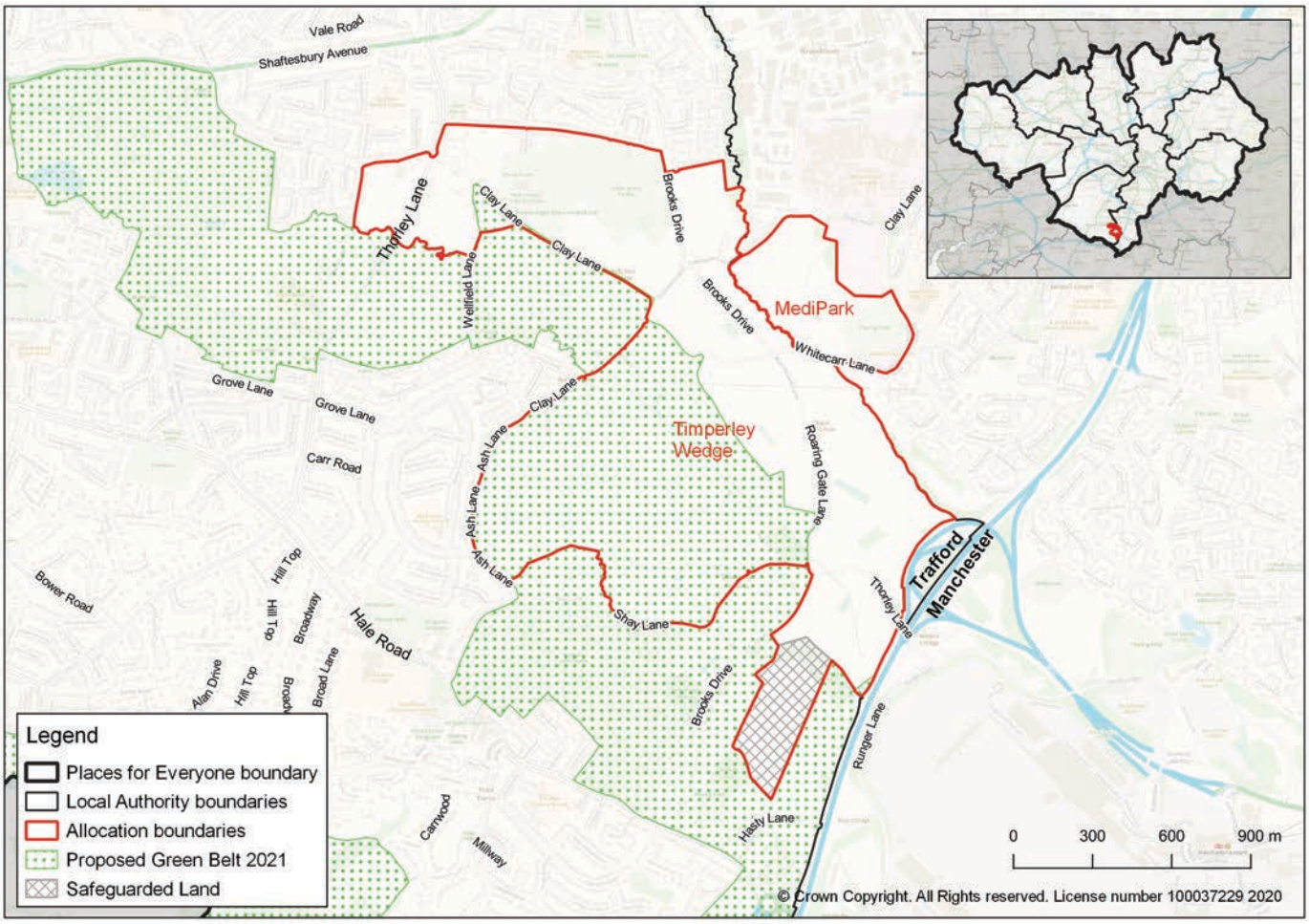
particularly nitrate deposition. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 1,000 or more sqm or 50 or more residential units.

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 11.7 JPA 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 JP Allocation 3.1 'Medipark')
- Timperley Wedge (See Policy JP 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.

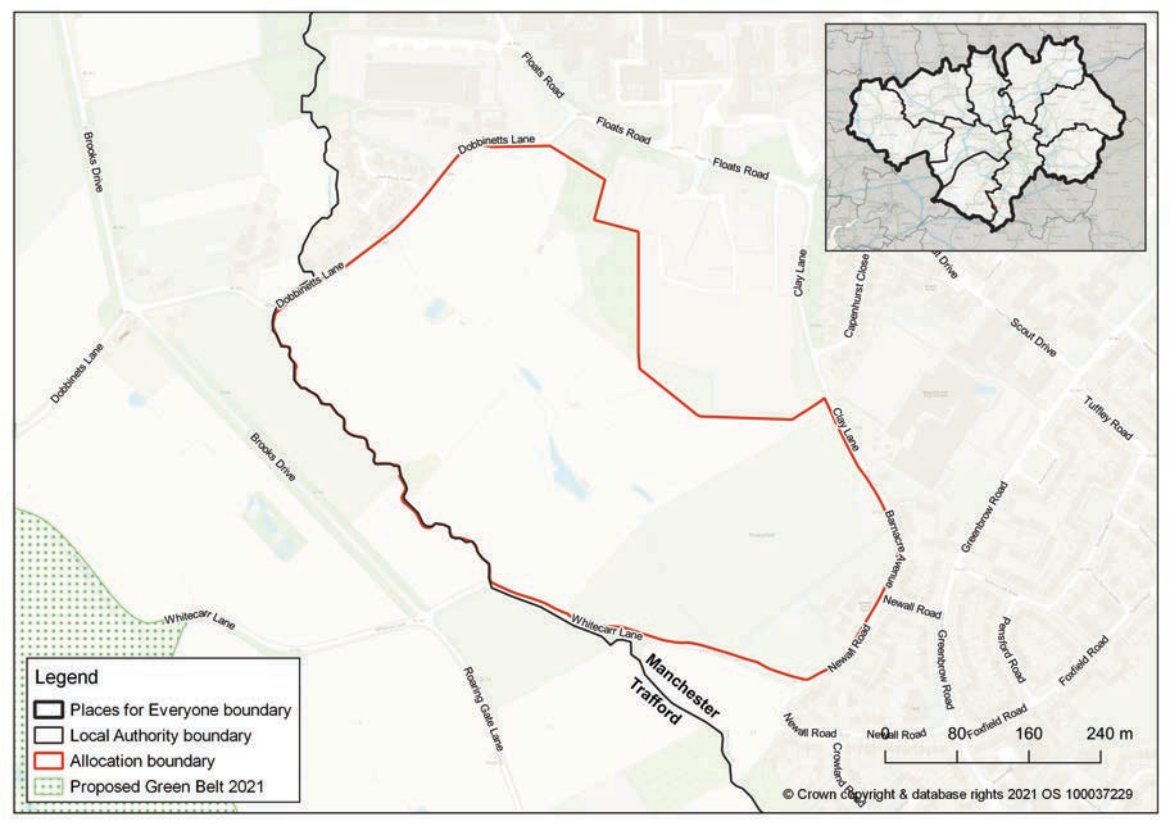
11.59 Strategically situated between Manchester University NHS Foundation Trust, Wythenshawe Hospital, Manchester Airport and Airport City, these allocations form part of the Manchester Airport Strategic Location (Policy JP-Strat 10 'Manchester Airport'). The significance of these locations collectively, as regards delivering in an integrated manner development which meets the Joint Plan area's needs, is considerable. The Global Logistics (Policy JP 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 JP Allocation 3.1

Medipark



Picture 11.8 JPA 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. Complement 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;

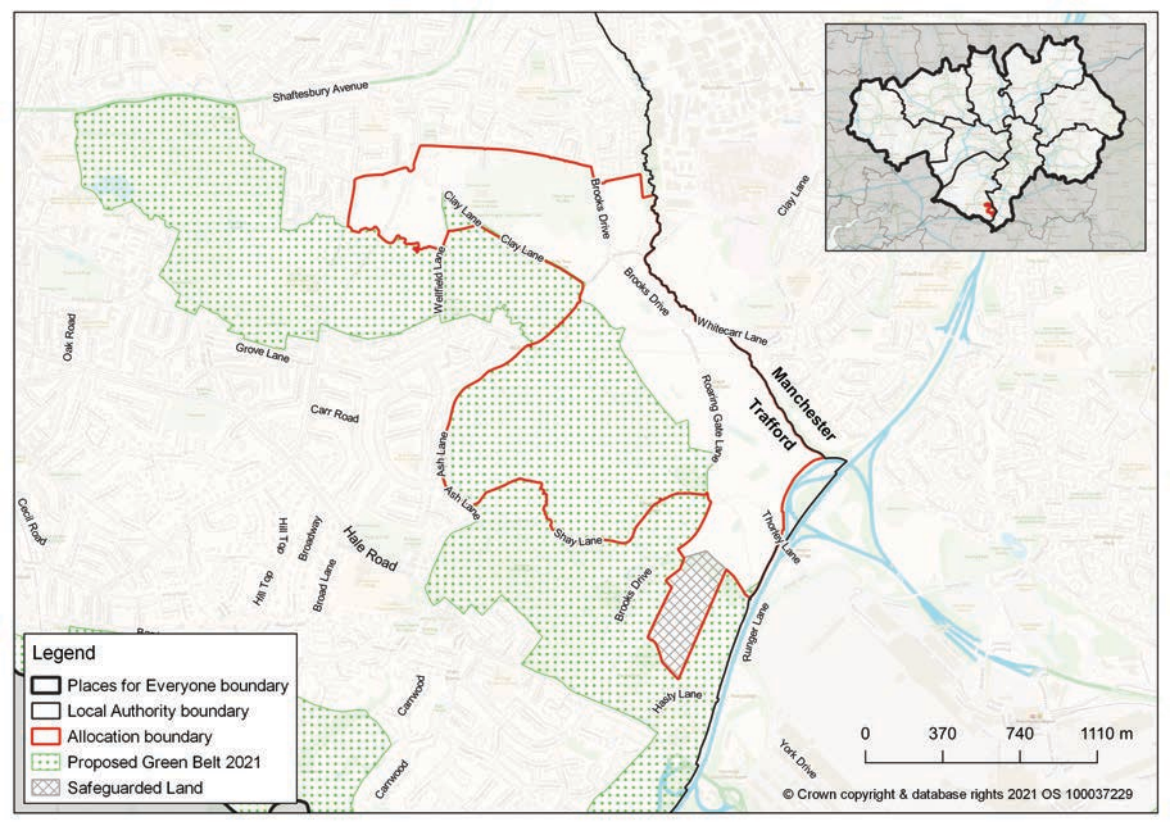
8. Incorporate suitable site mitigation to account for the historic landscape features within the site; and
9. Reflect the sequential approach to flood risk management, focusing more sensitive development furthest from Fairywell Brook. High quality natural landscaping, including the provision of native 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.

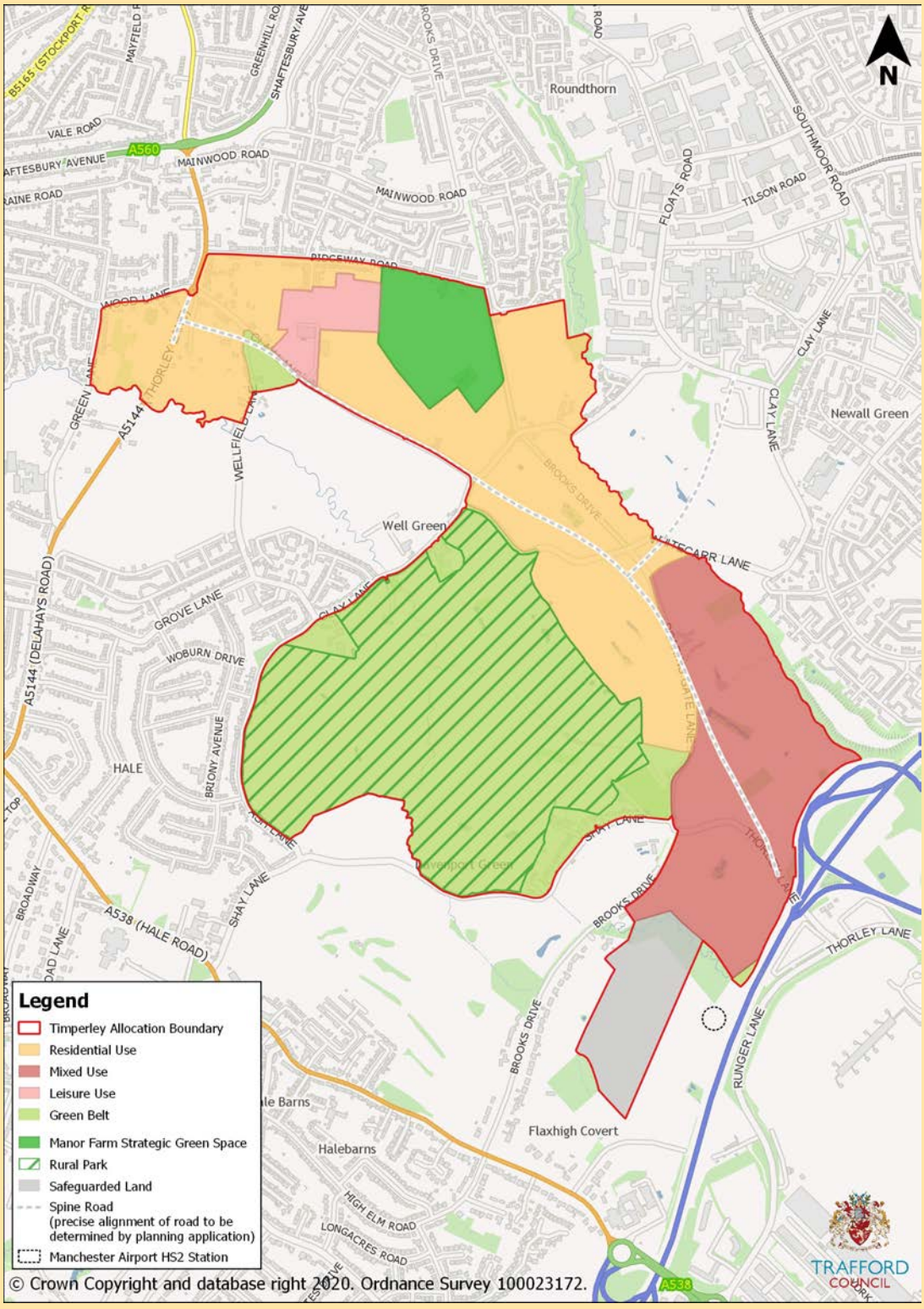
11.63 The area's location within open countryside and adjoining Fairywell Brook means that a high quality and forward-looking design will be needed. Future flood risk management from the brook should be considered from the outset to minimise risk to the new development, as well as affording opportunities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

Timperley Wedge



Picture 11.9 JPA 3.2 Timperley Wedge



Picture 11.10 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 the 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);

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. Conserve and enhance the historic environment in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan’s evidence base and any updated HIA submitted as part of the planning application process;
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 Places for Everyone 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 JP-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 Manchester University NHS Foundation Trust, Wythenshawe Hospital. 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 Places for Everyone plan period. The timescales for development in this area are, in part, dependent on the HS2 timescales. The area of land required for construction may therefore be altered if changes are made to the overall HS2 construction programme. However delivery of development is not dependent on HS2/NPR and in the unlikely event a rail scheme did not come forward, an alternative option for delivery of development in this area has been considered and is achievable.

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 to be 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.

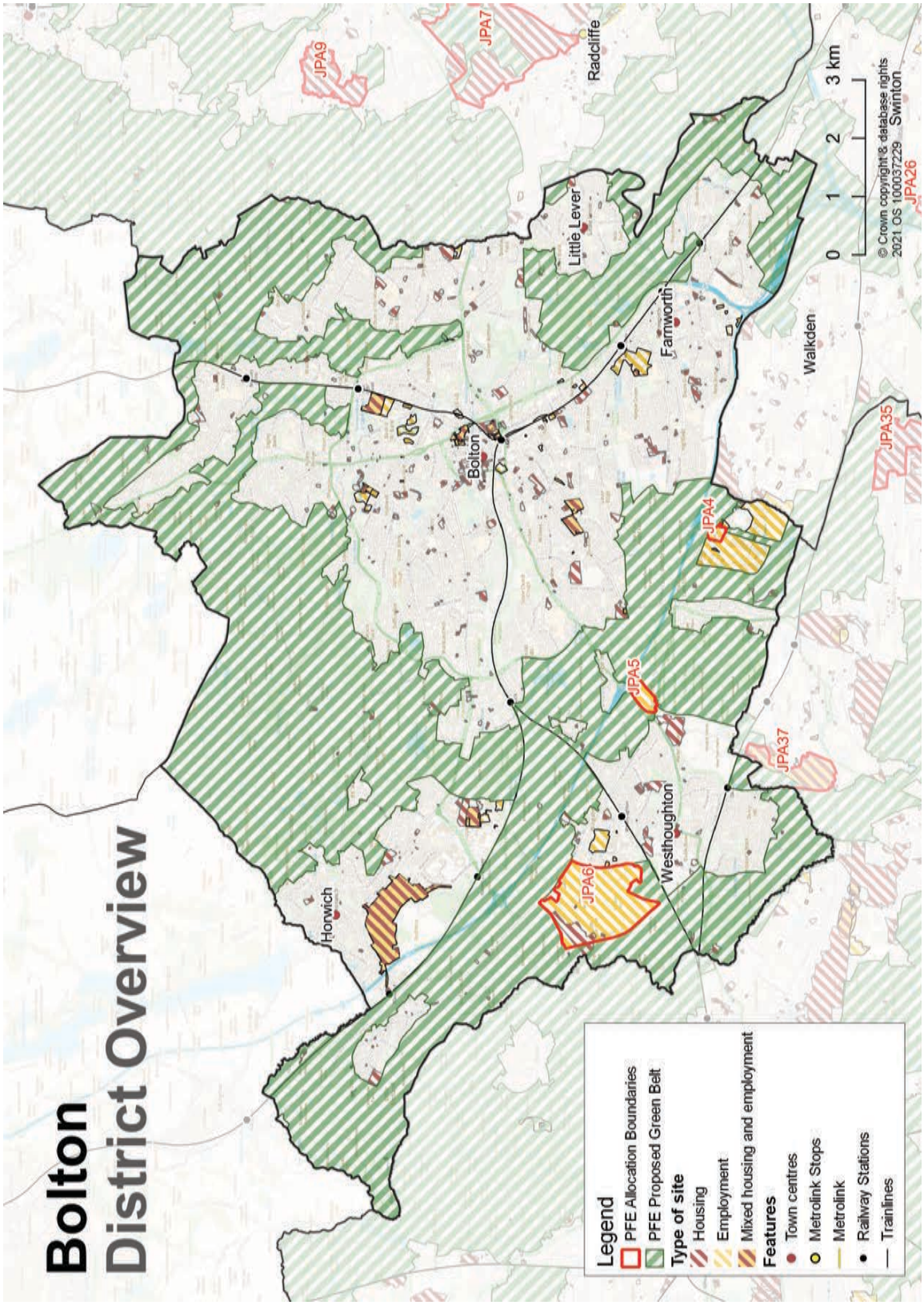
Safeguarded Land - HS2 Growth Area

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 Brooks Drive and will form the new Green Belt boundary.

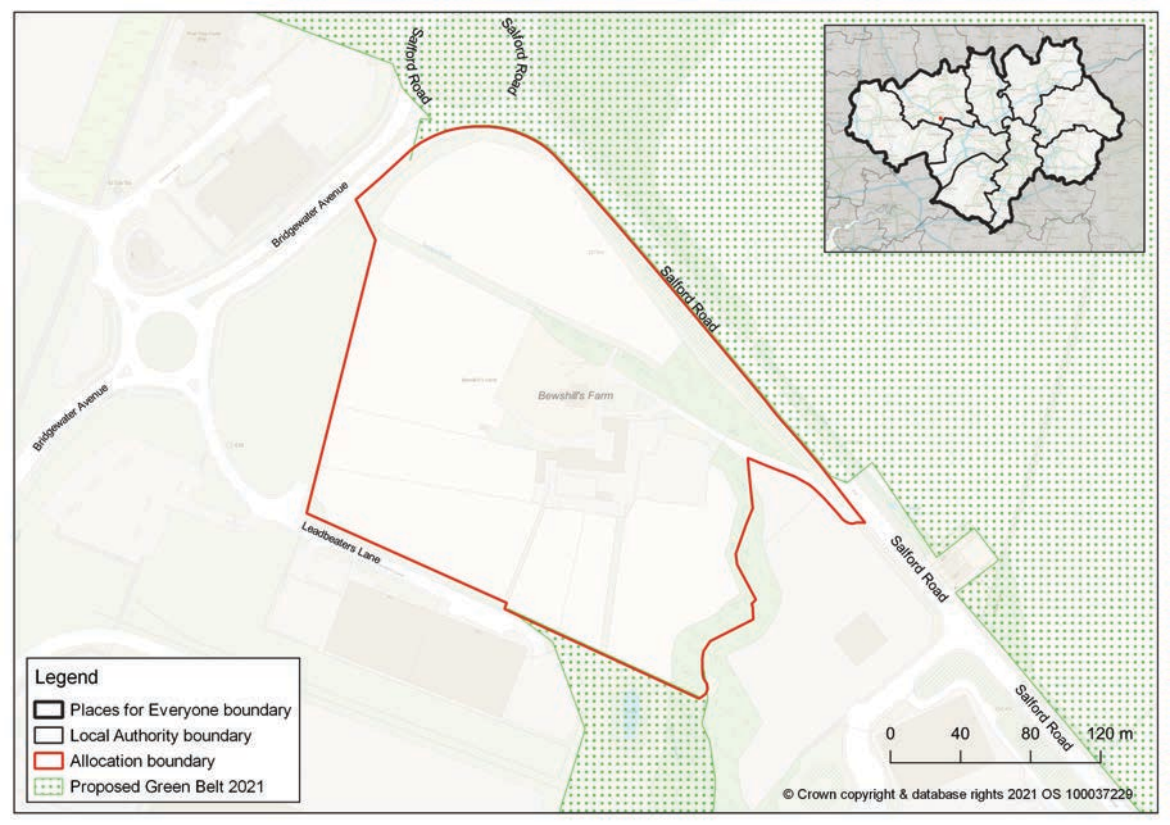


Picture 11.11 Bolton District Overview

Bewshill Farm

Policy JP Allocation 4

Bewshill Farm



Picture 11.12 JPA 4 Bewshill

Development at this site will be required to:

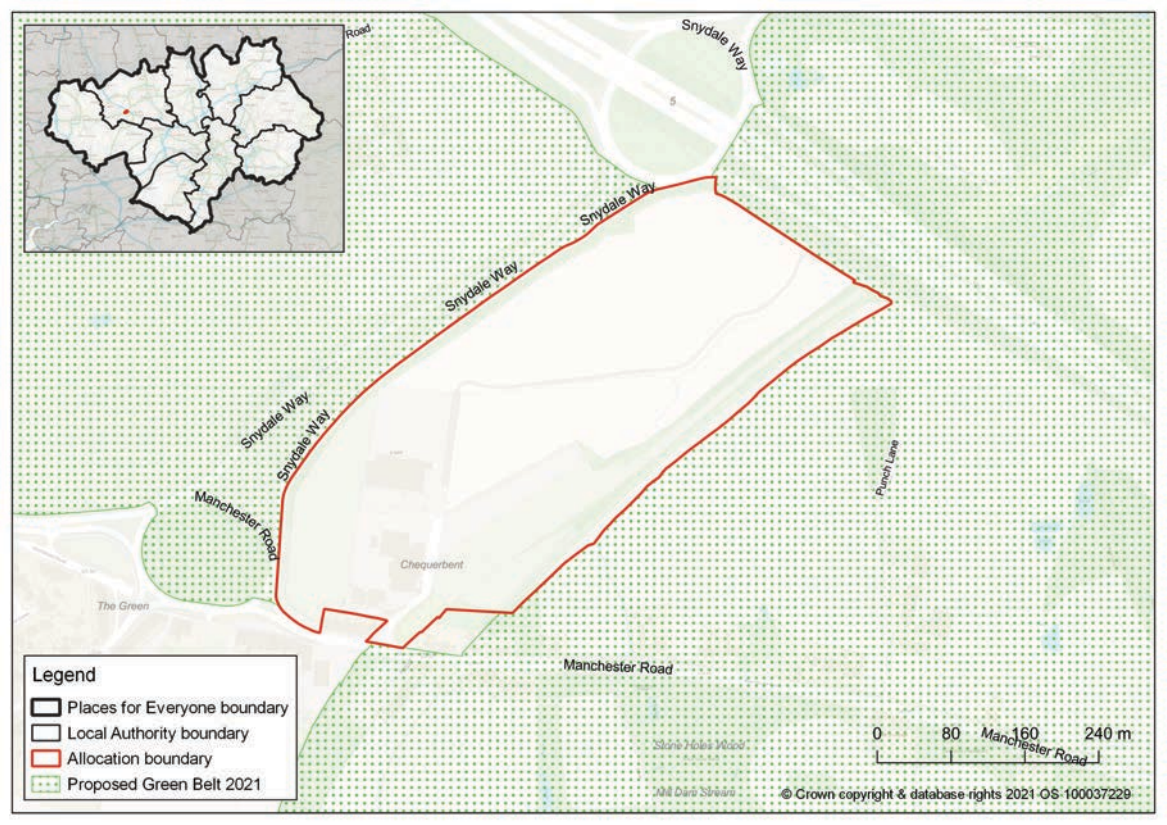
1. Provide a location for around 21,000 sqm of industrial and warehousing floorspace to compliment the adjacent development at Logistics North;
2. Take access from the Logistics North site;
3. Contribute to the existing Logistics North local link demand responsive transport service; and
4. Provide high 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 JP Allocation 5

Chequerbent North



Picture 11.13 JPA 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

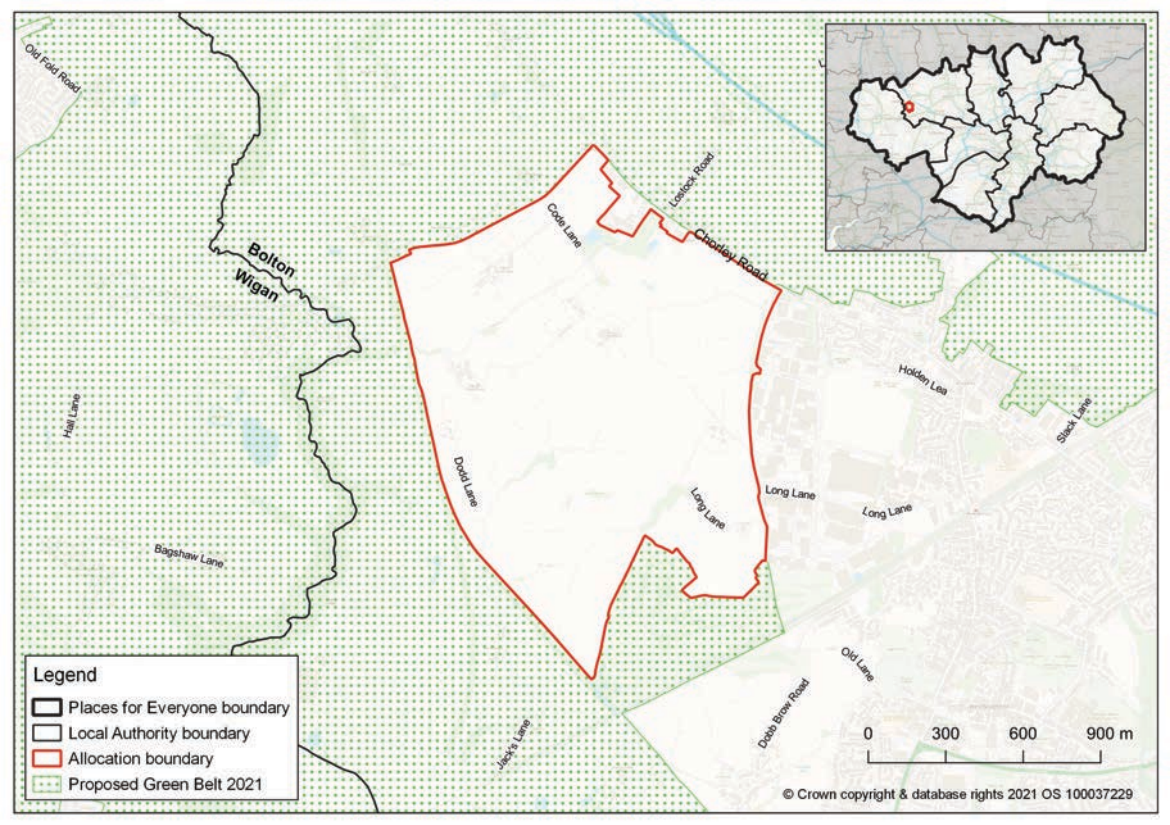
11.98 The Wigan to Bolton growth corridor is an excellent location for logistics and industrial uses. Strong demand for employment uses in the M61 corridor is evidenced by the success of other developments, including Logistics North.

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 JP Allocation 6

West of Wingates / M61 Junction 6



Picture 11.14 JPA 6 West of Wingates / M61 Junction 6

Development at this site will be required to:

1. Provide a location for around 440,000 sqm of employment floorspace, consisting of 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 wider landscape and mitigate against its environmental impacts;
8. Take into account the effects 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.

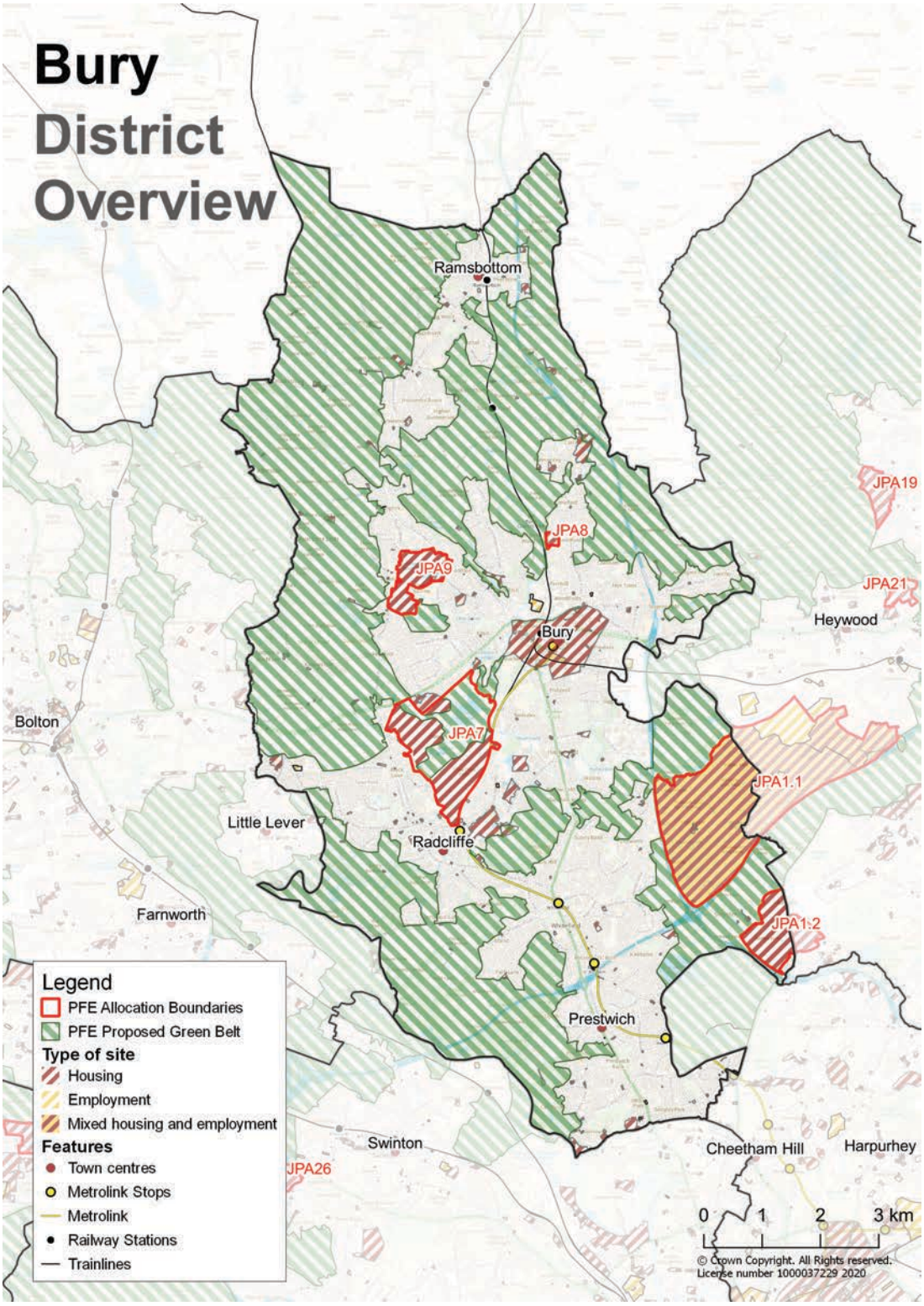
11.100 The Wigan to Bolton growth corridor is an excellent location for logistics and industrial uses. Strong demand for employment uses in the M61 corridor is evidenced by the success of other developments, including Logistics North.

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

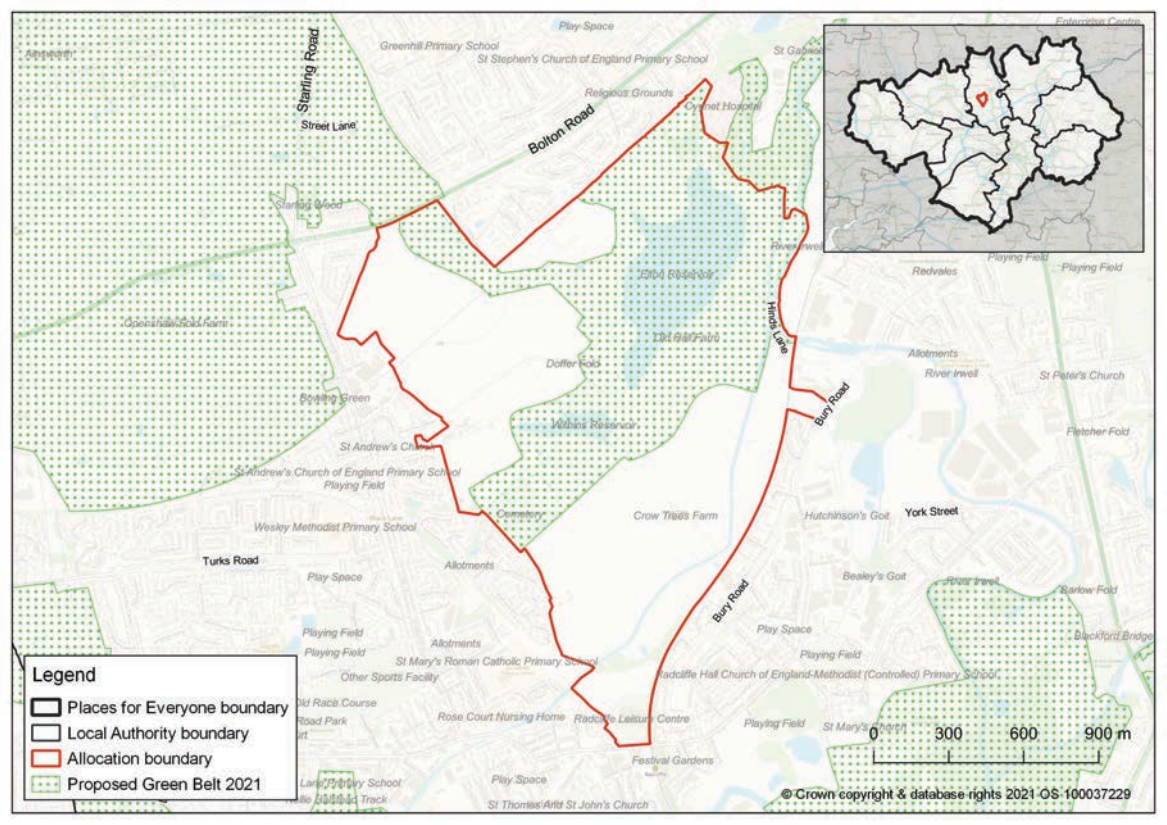


Picture 11.15 Bury District Overview

Elton Reservoir

Policy JP Allocation 7

Elton Reservoir



Picture 11.16 JPA 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 JP-D 1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Development within this allocation will be required to:

1. Deliver a broad mix of around 3,500 homes to diversify the type of accommodation in the Bury and Radcliffe areas. This includes an appropriate mix of house types and sizes, accommodation for older people, plots for custom and self-build 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 key enabling infrastructure including:

   i. A north-south strategic spine road connecting Bury and Bolton Road (A58) to Bury Road, Radcliffe that is designed to be suitable for buses, would not adversely impact on the operation of Metrolink services, incorporates provision for active travel and is in line with local design standards;
   ii. A strategic connection from the spine road to Spring Lane, Radcliffe via the former Coney Green High School site that is designed to be suitable for buses, incorporates provision for active travel and is in line with local design standards;
   iii. Other off-site highway works where these are necessary to ensure acceptable traffic movement, including works in and around Radcliffe town centre; and
   iv. Appropriate structural upgrades to Elton Reservoir, where required.

   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 joint plan 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 JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places'. 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 JP-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 JP-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, where appropriate, enhance heritage and archaeological assets and their setting, including the Old Hall Farmhouse Grade II listed building and wider historic character of the surrounding area, in accordance with the findings and recommendations of the assessment of heritage assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process.

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 joint plan's largest contributions to future housing supply and provide a diverse mix of house types and affordable housing provision for the Bury and Radcliffe areas.

11.105 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 are 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, 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.

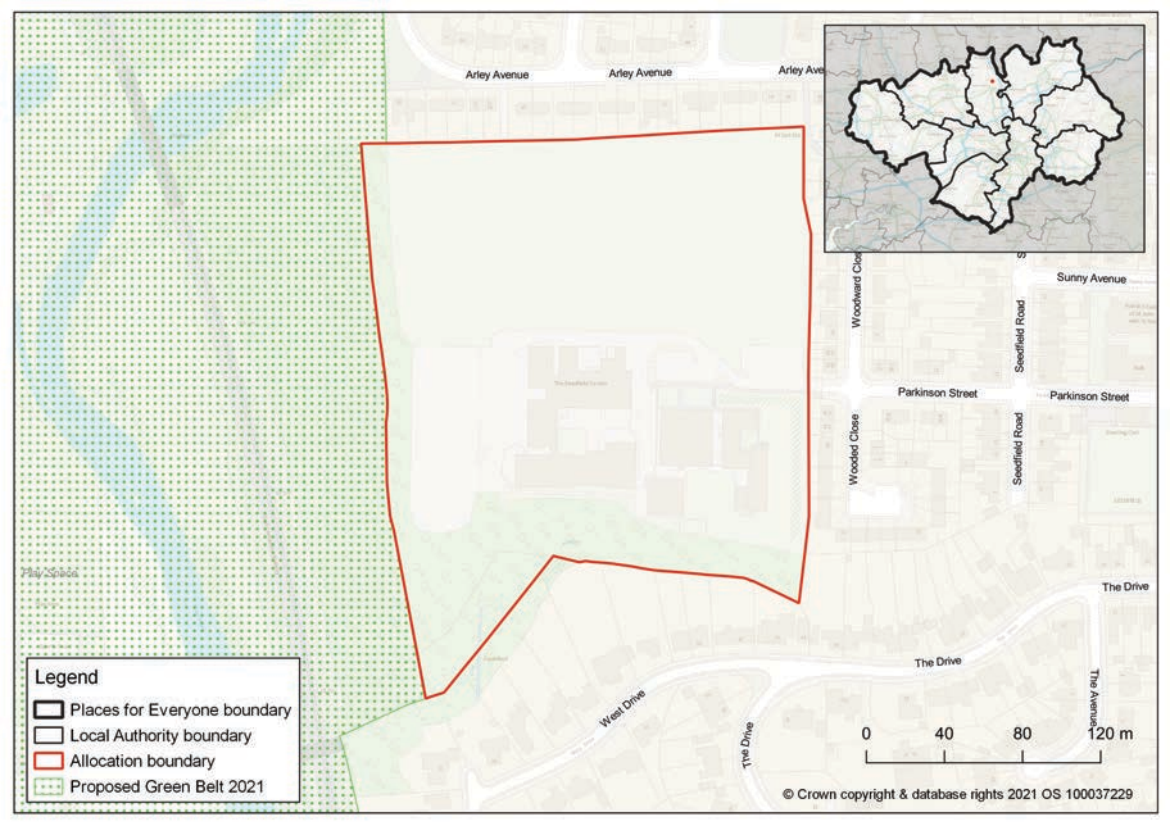
11.113 Structural upgrades may be required to Elton Reservoir to reflect any changes to the categorisation of the reservoir as a result of new residential development being located downstream.

11.114 There is one Grade II Listed building within the allocation – Old Hall Farmhouse and there are a number of locally listed buildings and structures throughout the allocation. Any development will be required to respect the setting of the Farmhouse and capitalise on opportunities to draw on the contribution that the Farmhouse makes to the character of the area. The completion of a Heritage Impact Assessment will be required.

Seedfield

Policy JP Allocation 8

Seedfield



Picture 11.17 JPA 8 Seedfield

Development in this allocation will be required to:

1. Deliver a broad mix of around 140 homes to diversify the type of accommodation in the Seedfield area;
2. Make 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 joint plan 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 and enhance the wildlife corridor and green infrastructure elements to the west and south of the allocation and introduce appropriate mitigation measures to provide health benefits to residents as well as creating a visually attractive environment in accordance with Policy JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places';
8. Minimise impacts on and provide net gains for biodiversity assets within the allocation in accordance with Policy JP-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 JP-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.

11.115 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.

11.116 Around 50% of the allocation is previously-developed and a large part of the remaining land is used as playing fields. In addition to making provision for the recreational needs of the prospective residents of the new development, there will also be a requirement to provide replacement sports pitch provision 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.

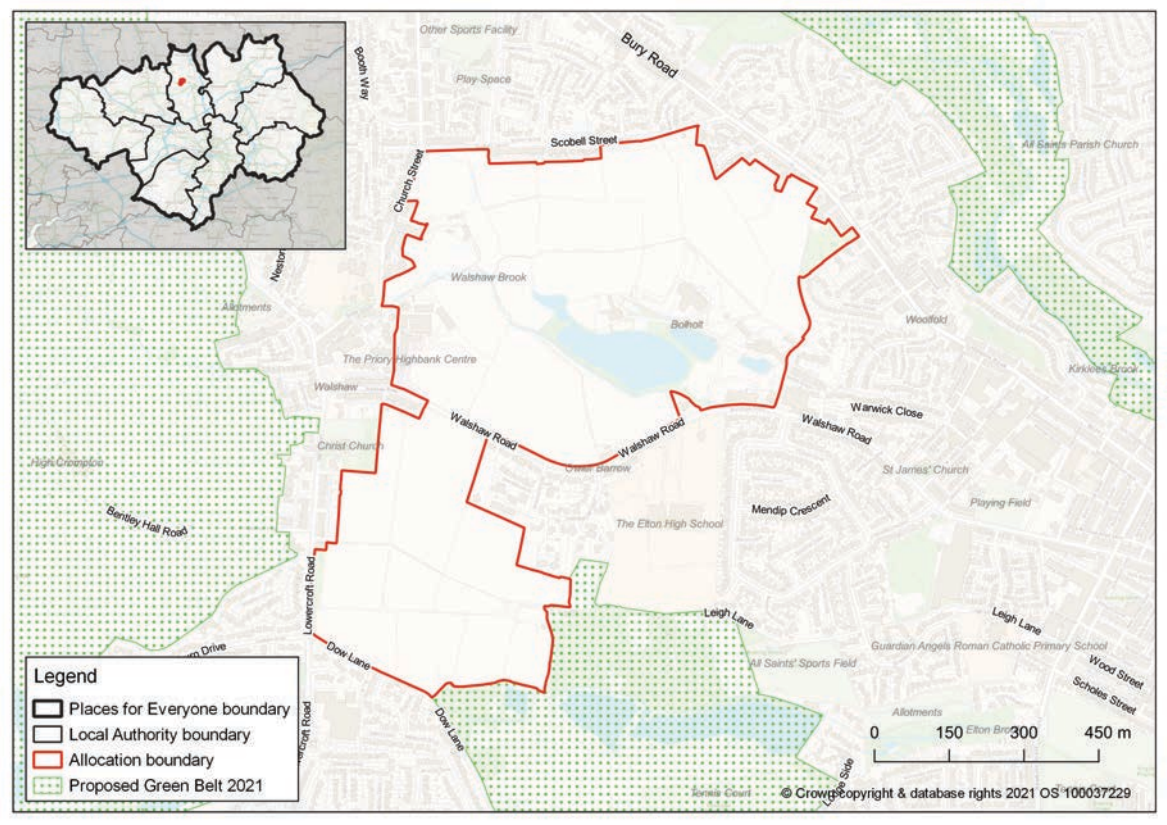
11.117 The attractive setting of the development will be further strengthened by the provision of improved east/west pedestrian and cycle linkages, particularly to and from the expanding leisure attractions at Burrs Country Park.

11.118 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 JP Allocation 9

Walshaw



Picture 11.18 JPA 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 JP-D 1 'Infrastructure Implementation'. This should include the delivery of highways infrastructure, surface water drainage, grey infrastructure including utilities provision, green and blue infrastructure, broadband, electric vehicle charging points, recreation provision and social infrastructure and ensure coordination between phases of development.

Development in this allocation will be required to:

1. Deliver a broad mix of around 1,250 homes to diversify the type of accommodation in the Walshaw area. This includes an appropriate mix of house types and sizes, accommodation for older people, and provision of plots for custom and self-build housing;

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 joint plan 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 JP-G 2 'Green Infrastructure Network' and Policy JP-G 8 'Standards for Greener Places'. 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 JP-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 JP-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, where appropriate, enhance heritage assets and their setting, including the Christ Church Grade II* listed building, in accordance with the findings and recommendations of the assessment of heritage assets that forms part of the Plan's evidence base and any updated assessment submitted as part of the planning application process.

11.119 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.

11.120 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.

11.121 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.

11.122 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.

11.123 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.

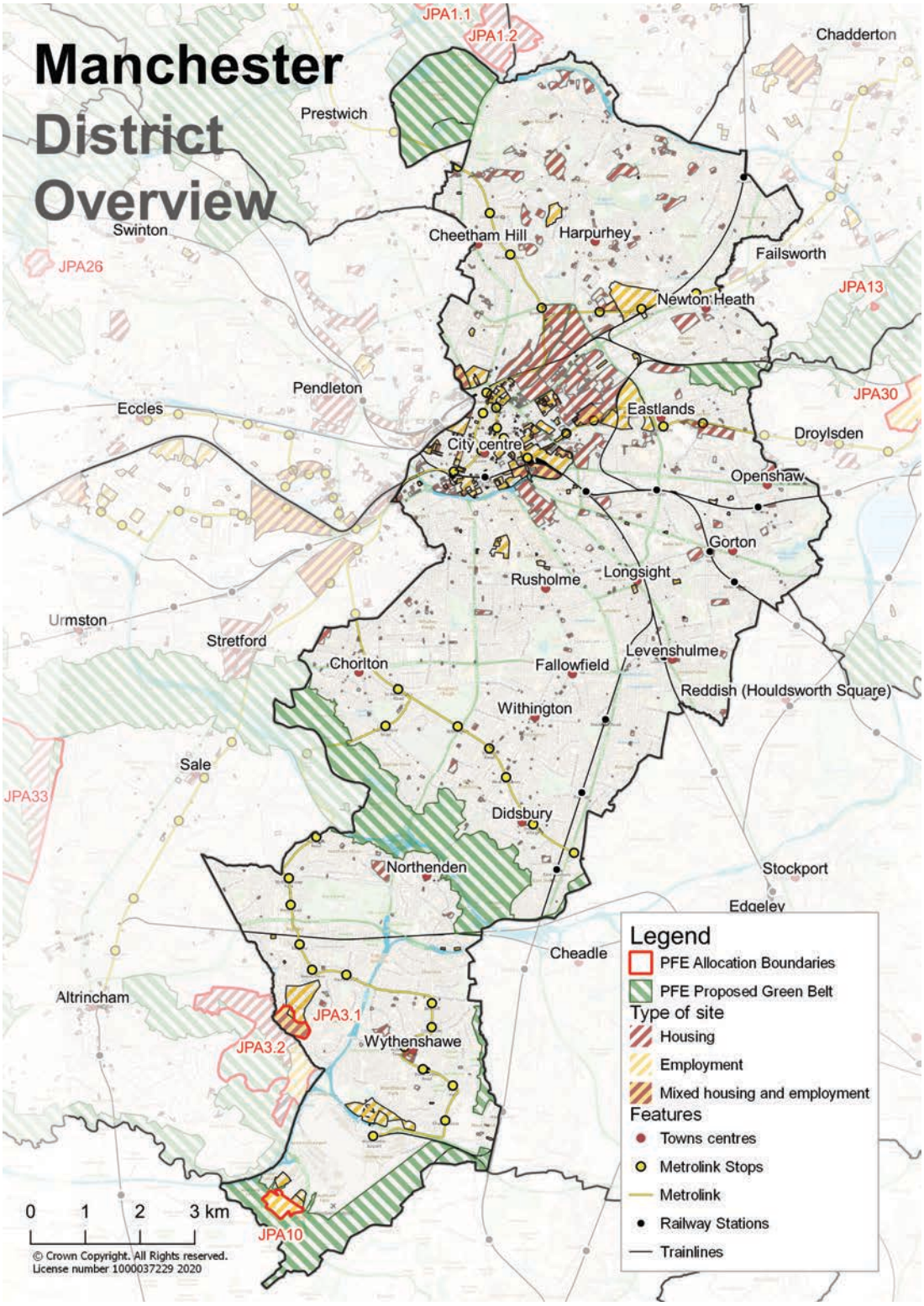
11.124 Existing sport and recreational facilities at Dow Lane and Elton Vale Sports Club are situated to the south of the allocation and the development should incorporate a green corridor to provide access from the allocation to these existing recreational assets.

11.125 The development will need to have regard to any existing ecological and wildlife features including Walshaw and Elton Brooks which run through the northern and southern parts of the allocation by minimising impacts on and providing net gains for biodiversity. The brooks should provide the focal point for the creation of a good quality green infrastructure network providing publicly accessible open spaces and recreational opportunities for residents in the area. Such a network should seek to maximise the value of existing features and areas of nature conservation value and offer opportunities for active travel, particularly between homes, schools, shops, places of work and recreation. Connectivity from west to east is already well established although there is potential for improved pedestrian and cycle routes linking Tottington in the north to Elton and Starling in the south. There are existing reservoirs within the allocation and other opportunities for blue infrastructure may exist to enhance visual amenity, provide sustainable drainage and widen local biodiversity.

11.126 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.

11.127 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

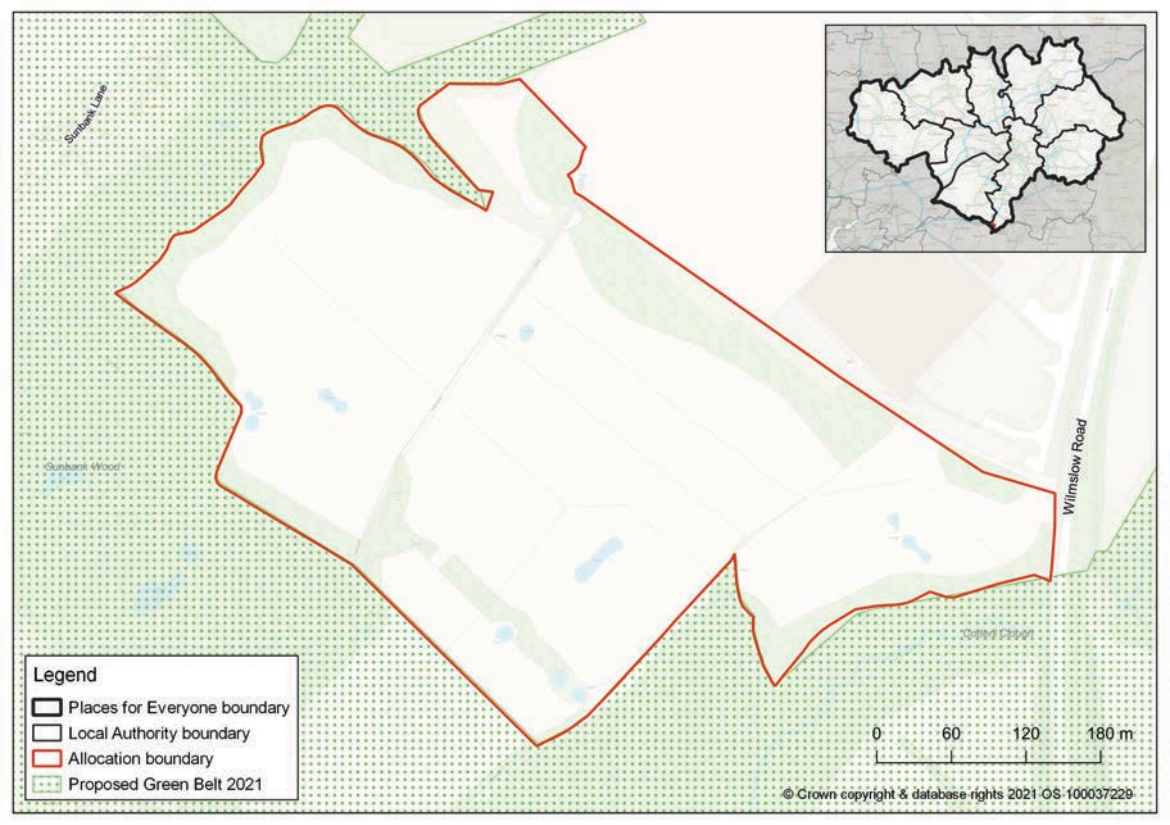


Picture 11.19 Manchester District Overview

Global Logistics

Policy JP Allocation 10

Global Logistics



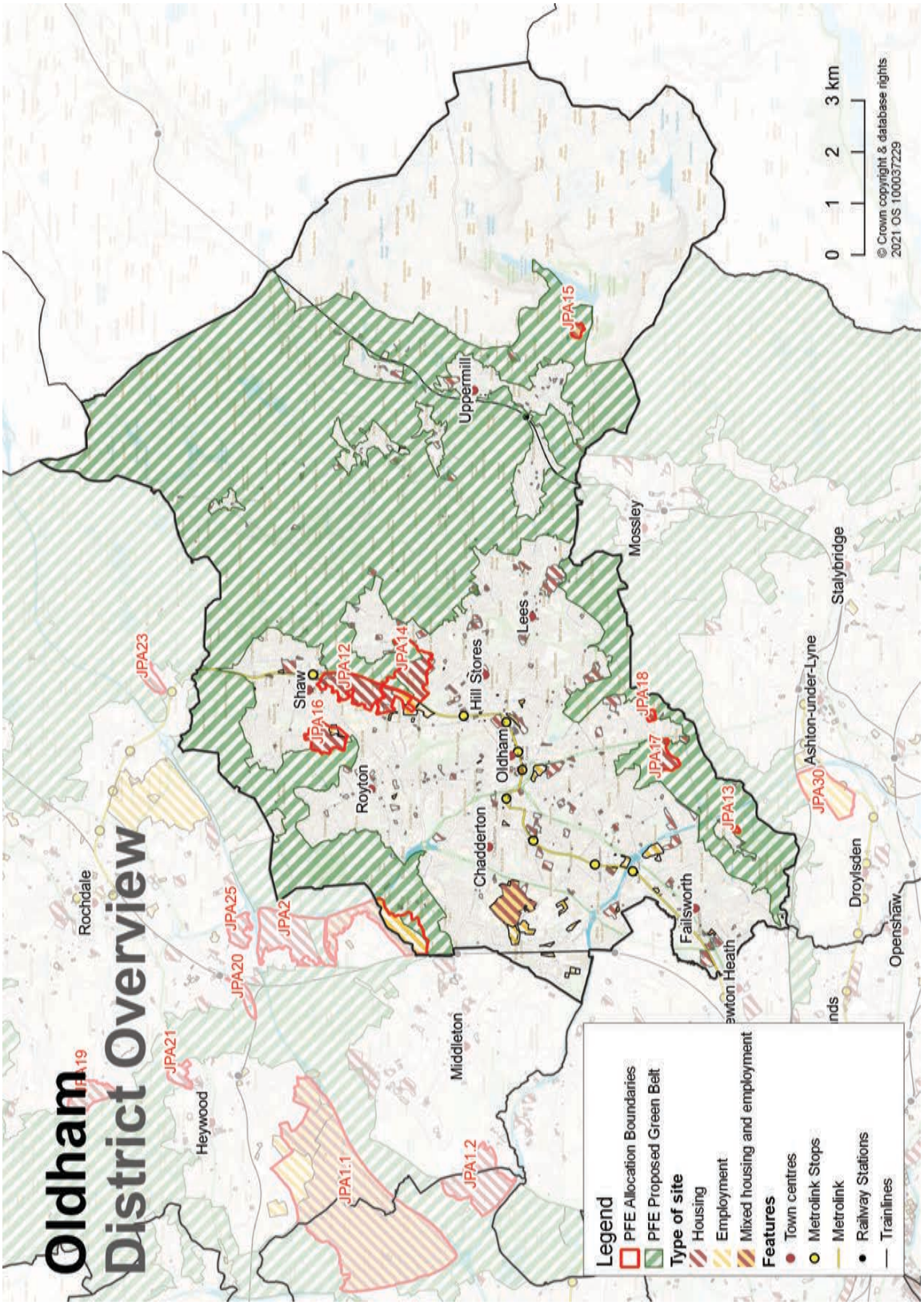
Picture 11.20 JPA 10 Global Logistics

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.

11.128 The opportunity that Manchester Airport and the associated Enterprise Zone provides for the growth of the wider economy is significant. By attracting investment from globally mobile industries to an exemplar development at Global Logistics, significant economic growth for the north of England can be captured. This is a singular location close to a major international airport, and with improvements to local transport infrastructure, it can play its full part in maximising future economic growth. The 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.

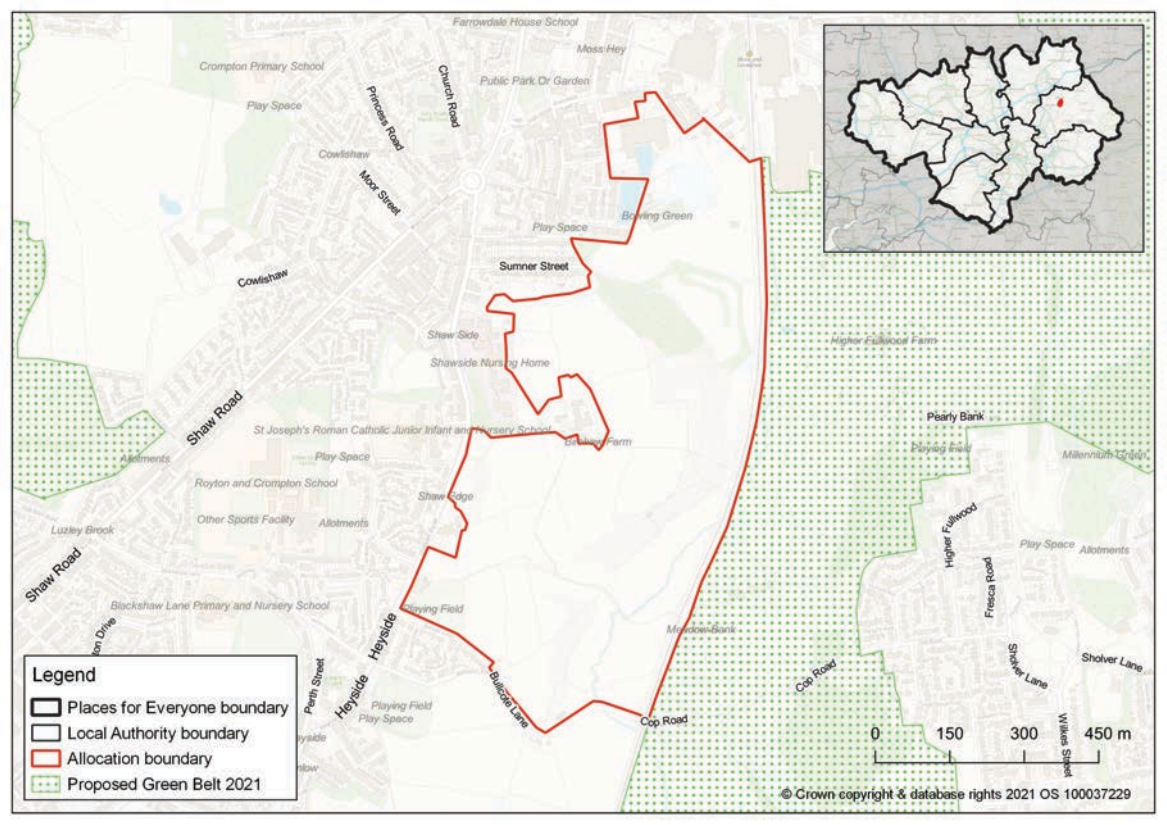


Picture 11.21 Oldham District Overview

Beal Valley

Policy JP Allocation 12

Beal Valley



Picture 11.22 JPA 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), with high-quality landscaping within the site and around the main development areas, to minimise the visual impact on the wider landscape, mitigate its environmental impacts, enhance linkages with the neighbouring communities and countryside and provide opportunities for leisure and recreation;
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-functional green infrastructure network, and contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;
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 status' 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. Be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;
19. 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;
20. Include provision for a wetland catchment area, in liaison with the Environment Agency, the Lead Local Flood Authority and Greater Manchester Ecology Unit, to the south east of the site within the Flood Zone 3 area, to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts downstream through additional storage, integrating it with the wider multi-functional green infrastructure network and incorporating sustainable drainage infrastructure;
21. 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
22. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes.

11.129 The site is currently designated as Other Protected Open Land (OPOL) and Green Belt in the Oldham Local Plan. There are also two brownfield sites in the northern part of the allocation; these are included within the red line to ensure they form part of the comprehensive development of the site. They are not included in the residential capacity set out in the policy, as they are already identified as part of the potential housing land supply, as set out in Oldham's current Strategic Housing Land Availability Assessment (SHLAA).

11.130 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.

11.131 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.

11.132 The site is in a sustainable and accessible location, on the edge of a large area of open land and in a strong housing market which offers the potential to provide a range of high-quality housing in an attractive setting. It is located near to existing residential communities, including Shaw 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.

11.133 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 New Bank House. These will link to the proposed spine road running through the site, providing the opportunity to improve connectivity of the site to Shaw Town Centre, Broadbent Moss to the south and to the wider area. Cop Road/Bullcote Lane (east of the spine road) will join where the two intersect and the remaining section of Bullcote Lane, (west of the spine road), will be downgraded accordingly, providing an emergency access, access to existing properties and businesses, and for pedestrian and cyclists. 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.

11.134 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide:

a. new and/or improvement of existing open space, sport and recreation facilities;
b. additional school places through the expansion of existing facilities or provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.135 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

11.136 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.

11.137 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.

11.138 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.

11.139 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.

11.140 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.141 Development should conserve heritage assets and their setting in accordance with the findings and recommendations of the Historic Environment Assessment (2020). The site includes Duke Mill, an undesignated heritage asset. Development proposals should have regard to the findings and recommendations of the Oldham Mills Strategy.

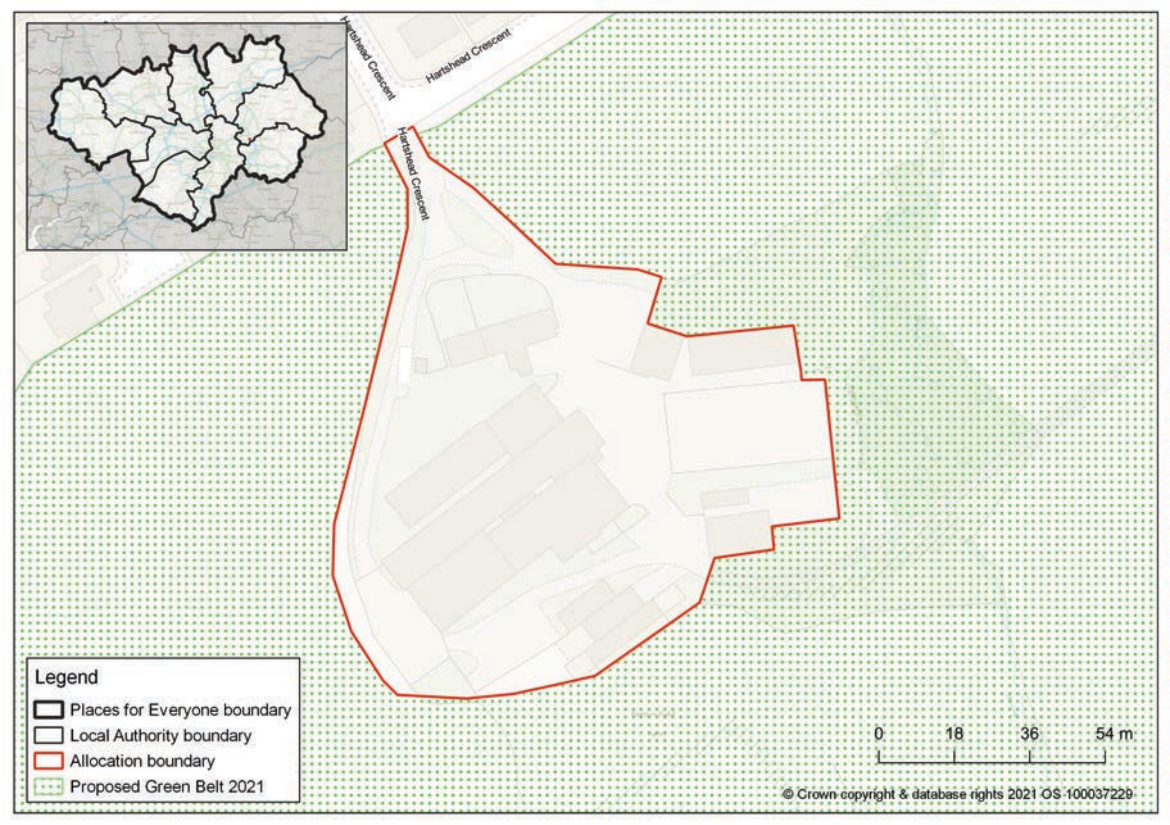
11.142 A flood risk assessment will be required to inform any development. A comprehensive drainage strategy for the whole site should be prepared as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through piecemeal 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.

11.143 The area in the south eastern corner, which falls within Flood Zone 3, also offers an opportunity, working with the Environment Agency and Lead Local Flood Authority, to develop a wetland catchment area. As well as being an attractive feature of the site, this will allow the site to take a strategic approach to flood risk management, and provide additional opportunities for upstream flood storage.

Bottom Field Farm (Woodhouses)

Policy JP Allocation 13

Bottom Field Farm (Woodhouses)



Picture 11.23 JPA 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 to and from the site in liaison with the local highway authority and take account of and deliver any other improvements that may be needed to minimise the impact of associated traffic on the surrounding areas and roads, including off-site highways improvements, high-quality walking and cycling infrastructure and public transport facilities such as waiting facilities at bus stops near the site;
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 on amphibians, birds, bats and extended phase 1 habitat surveys 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.

11.144 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.

11.145 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.

11.146 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.

11.147 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. Any development would need to provide:

a. new and/or improvement of existing open space, sport and recreation facilities;
b. additional school places through the expansion of existing facilities or provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.148 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

11.149 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

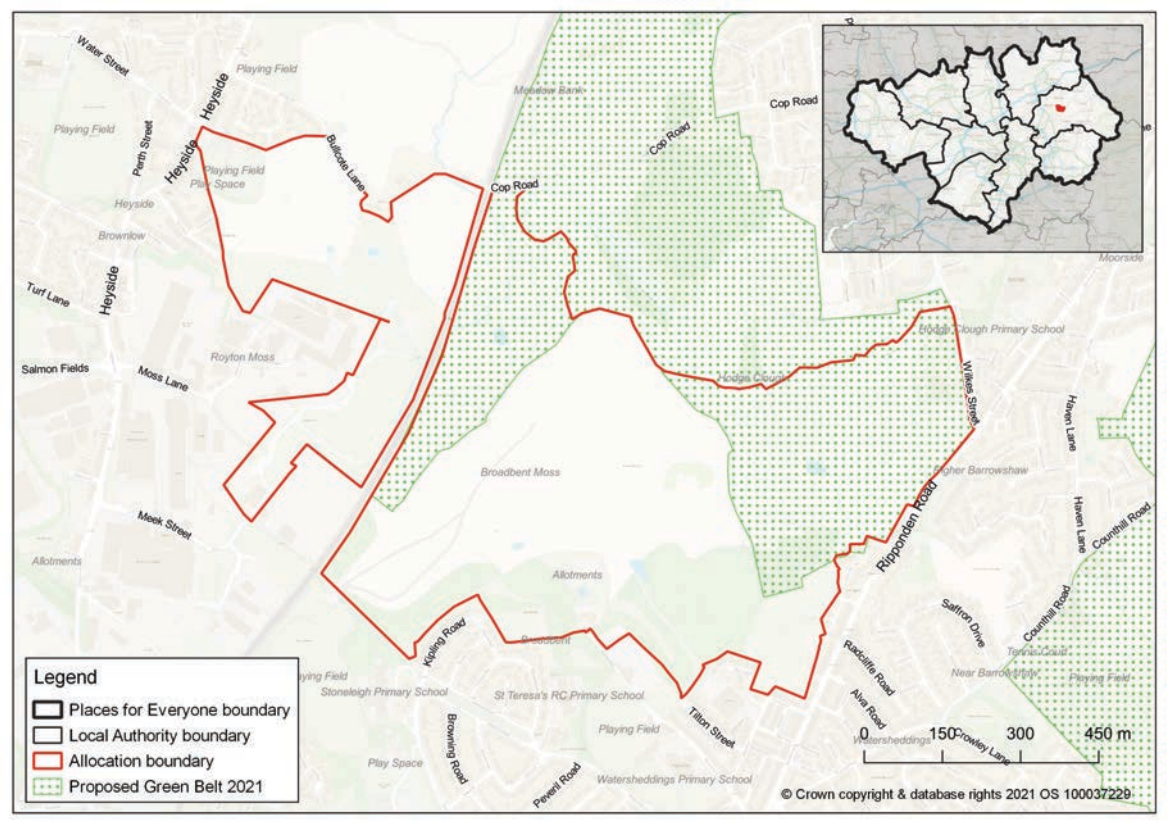
11.150 Woodhouses Conservation Area is in close proximity to the site and, whilst outside the boundary, any development would need to consider the impact on its setting through the completion of a further Heritage Impact Assessment.

11.151 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 be supported by a maintenance plan.

Broadbent Moss

Policy JP Allocation 14

Broadbent Moss



Picture 11.24 JPA 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 around 21,000 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. Have regard to the recommendations of the Habitat Regulations Assessment and 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 status' 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. Be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;
20. Be informed by an appropriate flood risk assessment and a comprehensive drainage strategy, which includes a full investigation of the surface water hierarchy. The strategy should include details of full surface water management throughout the site as part of the proposed green and blue infrastructure. Development must avoid Flood Zone 3b, and deliver any appropriate recommendations, including those within the Strategic Flood Risk Assessment (SFRA) Level 2 Site Assessment Summary, ensuring development is safe and does not increase flood risk elsewhere. Natural sustainable drainage systems should be, integrated as part of the multi-functional green infrastructure network and delivered in line with the GM Level 1 SFRA advice. Opportunities to use natural flood management and highway SUD's features should be explored;
21. Include provision for a wetland catchment area, in liaison with the Environment Agency, Lead Local Flood Authority and Greater Manchester Ecology Unity, in the northern central part of the site to the south of Cop Road within the Flood Zone 3 area, to provide net gains in flood storage for the wider catchment and / or actively reduce flood risk impacts downstream through additional storage, integrating it with the wider multi-functional green infrastructure network and incorporating SUDs;
22. 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;
23. Incorporate necessary remediation measures in areas affected by contamination and previously worked for landfill purposes; and
24. 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.

11.152 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.

11.153 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.

11.154 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.

11.155 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.

11.156 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.

11.157 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.

11.158 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.

11.159 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such, any development would need to provide:

a. new and/or improvement of existing open space, sport and recreation facilities;

b. additional school places through the expansion of existing facilities or provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.160 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

11.161 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.

11.162 The Beal Valley and Broadbent Moss strategic allocations provide opportunities to secure net gains for nature and local communities. For these site allocations net gains can be applied to Green Infrastructure, 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.

11.163 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.

11.164 Deciduous Woodland is located north of the site east of Shaw Side. Deciduous Woodland is a Priority Habitat listed under Section 41 the Natural Environmental and Rural Communities (NERC) Act 2006.

11.165 Lowland Fen Priority Habitat is located outside of the site boundary, buffering the western edge of the site.

11.166 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.167 Development should conserve heritage assets and their settings through a Heritage Impact Assessment and having regard to the findings and recommendations of the Historic Environment Assessment (2020).

11.168 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

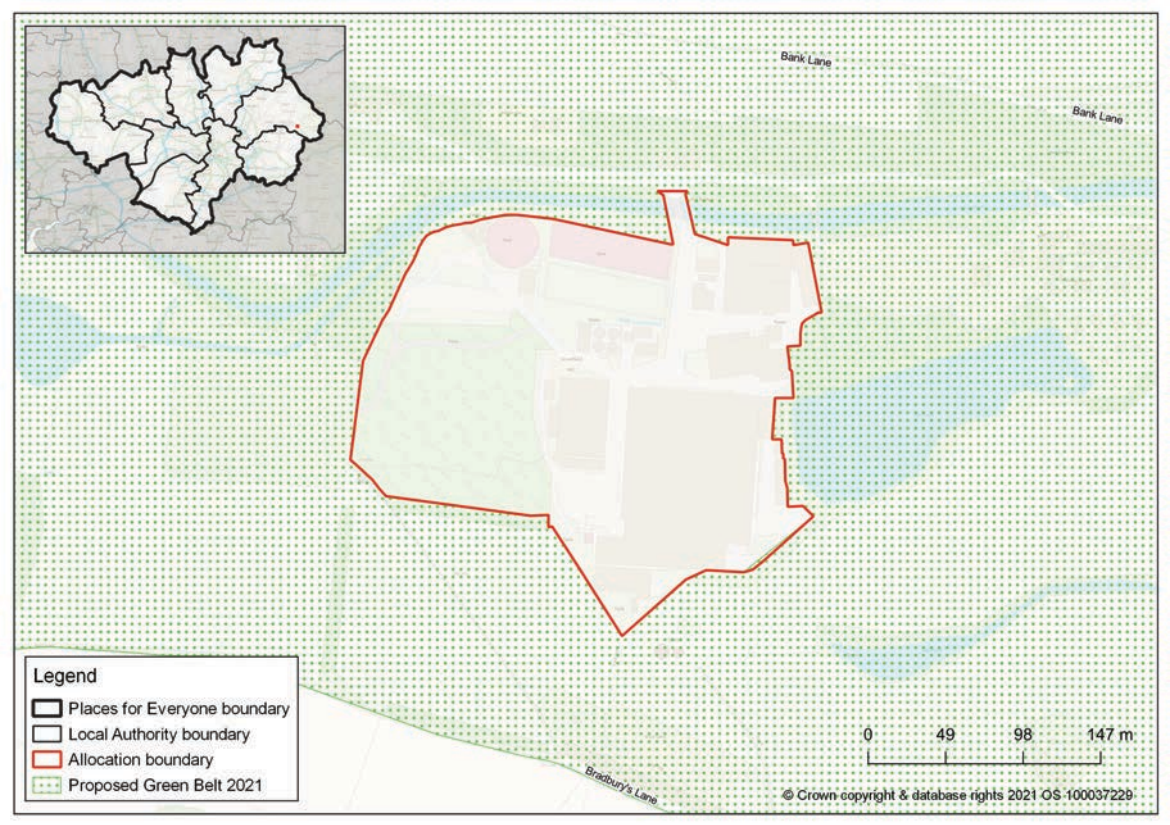
Agency and Local Lead Flood Authority, to develop a wetland catchment area which, as well as being an attractive feature of the site, will allow a strategic approach to flood risk management and provide additional opportunities for upstream flood storage.

11.169 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 JP Allocation 15

Chew Brook Vale (Robert Fletchers)



Picture 11.25 JPA 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;

2. Provide a range of commercial, leisure and retail facilities of up to 6,000 sqm, as part of a mix of uses, to support tourism and leisure facilities, connected to its gateway location to the Peak District National Park and capitalising on its proximity to Dove Stone Reservoir;
3. Deliver around 90 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. Provide an improved access off the A669 / A635 and improve the existing access road up to the mill complex, including the river crossing over Chew Brook, up to adoptable standards;
5. 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;
6. Be informed by, and deliver the recommendations of, an appropriate visitor management plan to ensure that there is no adverse impact on Dove Stone Reservoir, the Peak District National Park and designated conservation areas. Development must have regard to the duty to care for the Peak District National Park under Section 62(2) of the Environment Act 1995;
7. 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 and habitat areas, providing a range of formal and informal recreational open space and access to existing public footpath networks and woodland areas surrounding the site;
8. 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);
9. Retain and enhance biodiversity within and adjoining the site, notably the areas of priority habitats, following the mitigation hierarchy and deliver a meaningful and measurable net gain in biodiversity, integrating them as part of the multi-functional green infrastructure network with the wider environment;
10. Provide further surveys on extended phase 1 habitats, bats and birds to inform any planning application;
11. 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;
12. 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;
13. Provide for opportunities to protect and enhance the habitats and corridor along Chew Brook to improve the existing water quality and seek to achieve 'good' status as proposed under the EU Water Framework Directive;
14. Have regard to the findings of the Stage 2 Greater Manchester Green Belt Study, including mitigation measures to mitigate harm to the Green Belt;

15. Contribute towards green infrastructure enhancement opportunities in the surrounding Green Belt as identified in the Identification of Opportunities to Enhance the Beneficial Use of the Green Belt assessment;
16. 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;
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 in liaison with the local authority and Public Health;
19. Be informed by the findings and recommendations of the Historic Environment Assessment (2020) and addendum (2021) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed;
20. Ensure high quality design that is environmentally and sustainably driven, including grey harvesting and recycling, maximising energy efficiency through good building design and fuel-efficient technology, a reduction of car usage and household recycling facilities; and
21. 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.

11.170 The site comprises the redundant Robert Fletchers mill complex, which is brownfield land. Given the previous use of the Robert Fletchers site as a paper mill, and its subsequent dereliction, it is considered that the need for remediation will be high contributing to higher viability costs in preparing the site for development.

11.171 The site is in a gateway location into the Peak District National Park and presents a strategic and unique opportunity for Oldham and Greater Manchester 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.

11.172 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.

11.173 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.

11.174 Existing access to the site will need to be improved as part of any development, which may include its relocation. This includes the current road from the site, the existing river crossing over Chew Brook from the site to the access road and the access arrangements onto the A669 / A635. Any proposals will need to be agreed by the local highway authority and to adoptable standards.

11.175 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.

11.176 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.177 Development must follow the legal and policy requirements of protecting irreplaceable habitats and the mitigation hierarchy of doing everything possible to avoid and then minimise the impact on biodiversity, and only then after taking all measures compensate for losses that cannot be avoided. Meaningful biodiversity net gain is then applied on top of this approach.

11.178 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such any development would need to provide:

a. new and/or improvement of existing open space, sport and recreation facilities;
b. additional school places through the expansion of existing facilities or provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.179 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

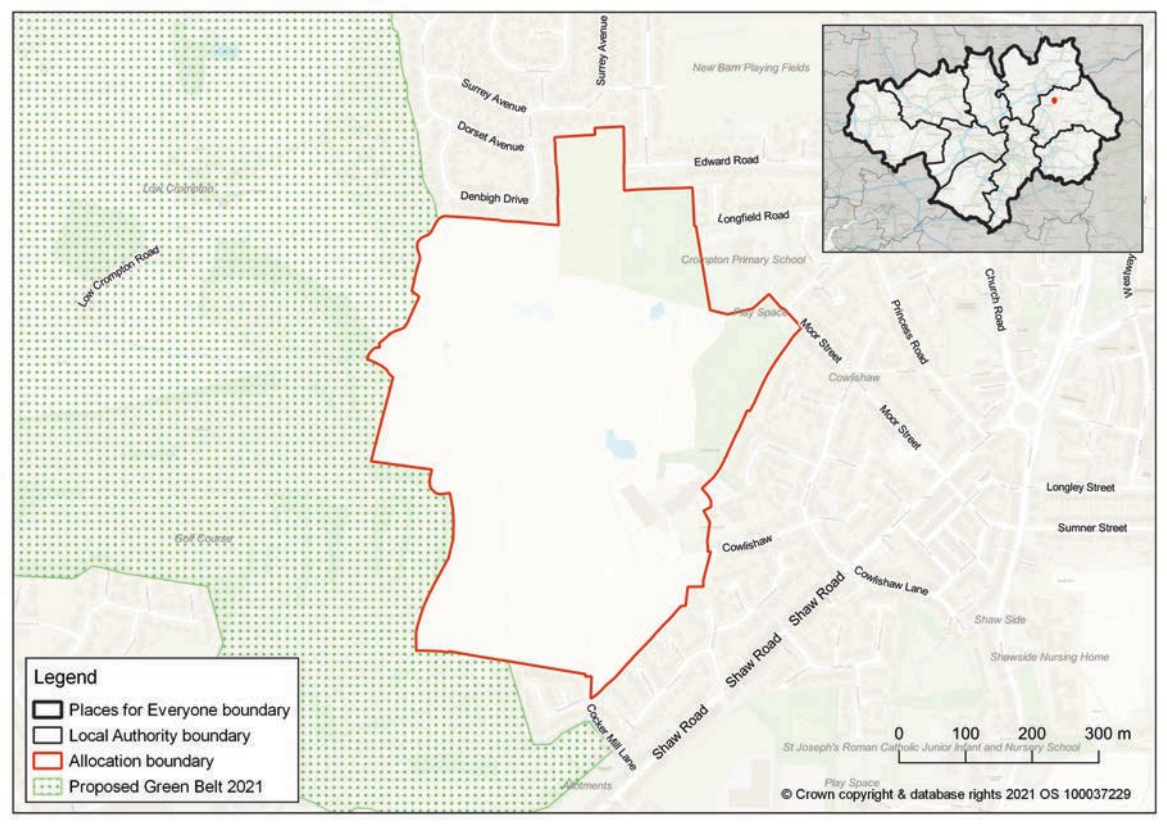
11.180 Heritage assets play an important role in the area's local historical and cultural identity and distinctiveness. There are undesignated assets throughout the site and a number of other heritage assets within close proximity, including Hey Top Conservation Area and Greenfield House and New Barn Grade II Listed Buildings which lie outside of the strategic allocation boundary. Any development would need to consider the impact on their setting, through the completion of a further Heritage Impact Assessment and having regard to the Historic Environment Assessment (2020) and addendum (2021). Any development proposals should also have regard to the findings and recommendations of the Oldham Mill Strategy. Finally reflecting the sites unique location, the Design Code should ensure new development is in keeping with the surrounding character of the area through the use of local materials and design.

11.181 The Greater Manchester Level 2 Strategic Flood Risk Assessment considers the flood risk to the site and provides recommendations that will need to be considered to meet the requirements of the Exception Test. As such, any development would need to follow the sequential approach on site and a flood risk assessment would be required to inform any development, including the recommendations from the Level 2 report. A comprehensive drainage strategy, including a maintenance plan, for the whole site would be required as part of the more detailed masterplanning stage 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).

Cowlishaw

Policy JP Allocation 16

Cowlishaw



Picture 11.26 JPA 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. 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. Be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Heritage Impact Assessment submitted as part of the planning application process. An up-to-date archaeological desk-based assessment to determine if any future evaluation and mitigation will be needed; and
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 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.

11.182 The site is currently designated as Other Protected Open Land (OPOL) in the Oldham Local Plan. Whilst a significant proportion of Oldham's housing land will come from the urban area through maximising the use of brownfield land, it is considered that the site will help to

diversify the existing housing stock in the area and boroughwide. The site has the potential to meet local housing need in the immediate vicinity and across the borough and contribute to and enhance the housing mix within the area through adding to the type and range of housing available.

11.183 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.

11.184 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.

11.185 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.

11.186 Cowlishaw Ponds SBI is made up of three pond areas and there is an additional 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.

11.187 Biodiversity net gain could be applied to Green Infrastructure, deciduous woodland, lowland fen and protected species.

11.188 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.189 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and takes account of the increased demand it may place on existing provision. As such, any development would need to provide:

a. new and/or improvement of existing open space, sport and recreation facilities;
b. additional school places through the expansion of existing facilities or provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.190 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

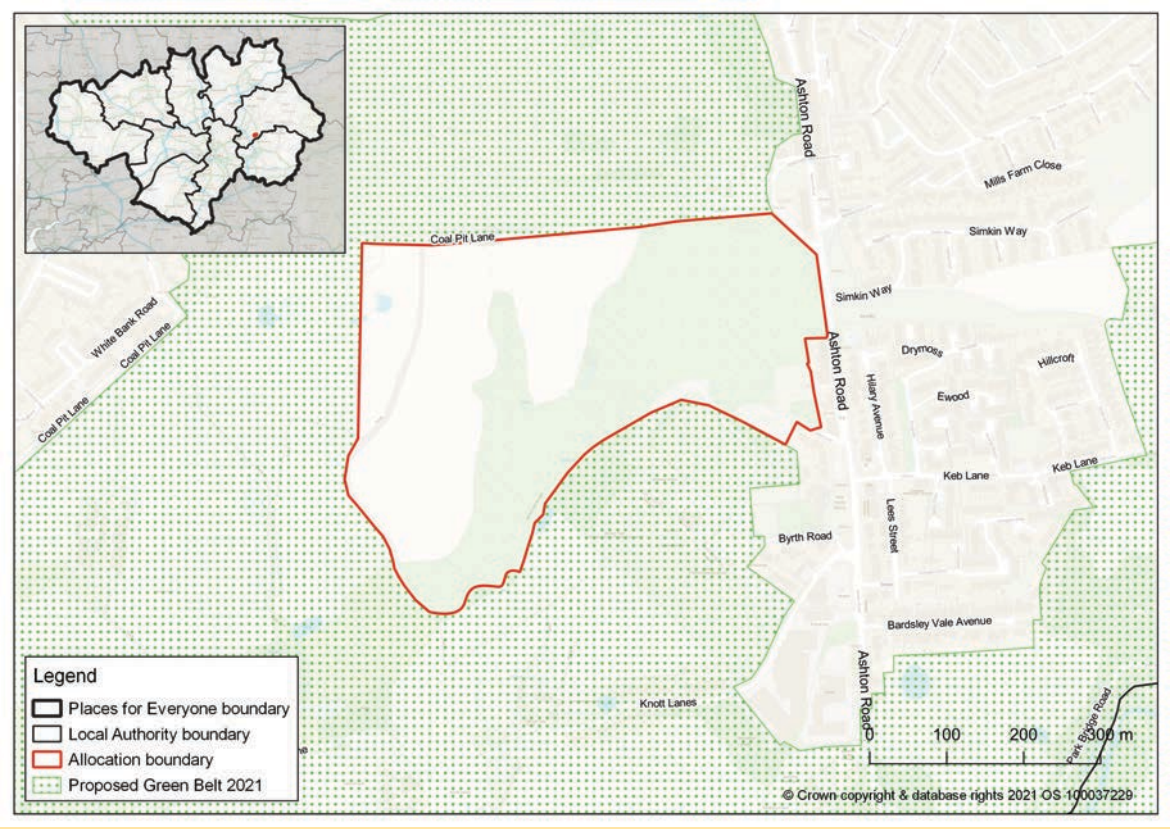
11.191 There are heritage assets in the surrounding area. Any development would need to consider the impact on their setting, through the completion of a further Heritage Impact Assessment and having regard to the Historic Environment Assessment (2020).

11.192 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.

Land South of Coal Pit Lane (Ashton Road)

Policy JP Allocation 17

Land South of Coal Pit Lane (Ashton Road)



Picture 11.27 JPA 17 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 175 homes, providing a range of dwelling types and sizes to deliver more inclusive neighbourhoods and meet local needs, including the delivery of high-quality family housing;
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. 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 the 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) and addendum (2021). 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.

11.193 The site is currently designated Green Belt. The red line boundary incorporates the existing saved Oldham UDP allocation at Danisher Lane, to ensure it forms part of the comprehensive development of the site. The saved UDP allocation is not included in the residential capacity set out in the policy, as it has already been identified as part of Oldham's 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.

11.194 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.

11.195 The site is well positioned in a sustainable and accessible location and has good connectivity to the wider strategic highway network. The site has good access to public transport and a range of local services, with access to a number of bus routes along Ashton Road between Tameside and Oldham. TfGM have also identified the A627/A671 corridor between Rochdale – Oldham – Ashton within the first tranche of the 'Streets for All' corridor studies to improve connectivity on Greater Manchester's Key Route Network. These corridors have been identified on the basis of their potential to support a range of GM agendas, around delivering modal shift (particularly to public transport, walking and cycling), improving air quality and regenerating local centres. Any development would therefore be required to enhance links to and from the site to the bus network, to encourage sustainable modes of travel and maximise the site's accessibility, developing the existing recreation routes and Public Right of Way network.

11.196 The development will need to provide for suitable access to the site, in liaison with the local highway authority. Potential access points to the site 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.

11.197 It is important to ensure that any development proposed does not place undue pressure on existing social infrastructure and that any development takes account of the increased demand it may place on existing provision. As such any development would need to provide:

a. new and/or improvement of existing open space, sport and recreation facilities;
b. additional school places through the expansion of existing facilities or provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.198 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

11.199 The allocation provides opportunities to secure net gains for nature. This should be applied to green infrastructure and priority habitats.

11.200 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.201 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.

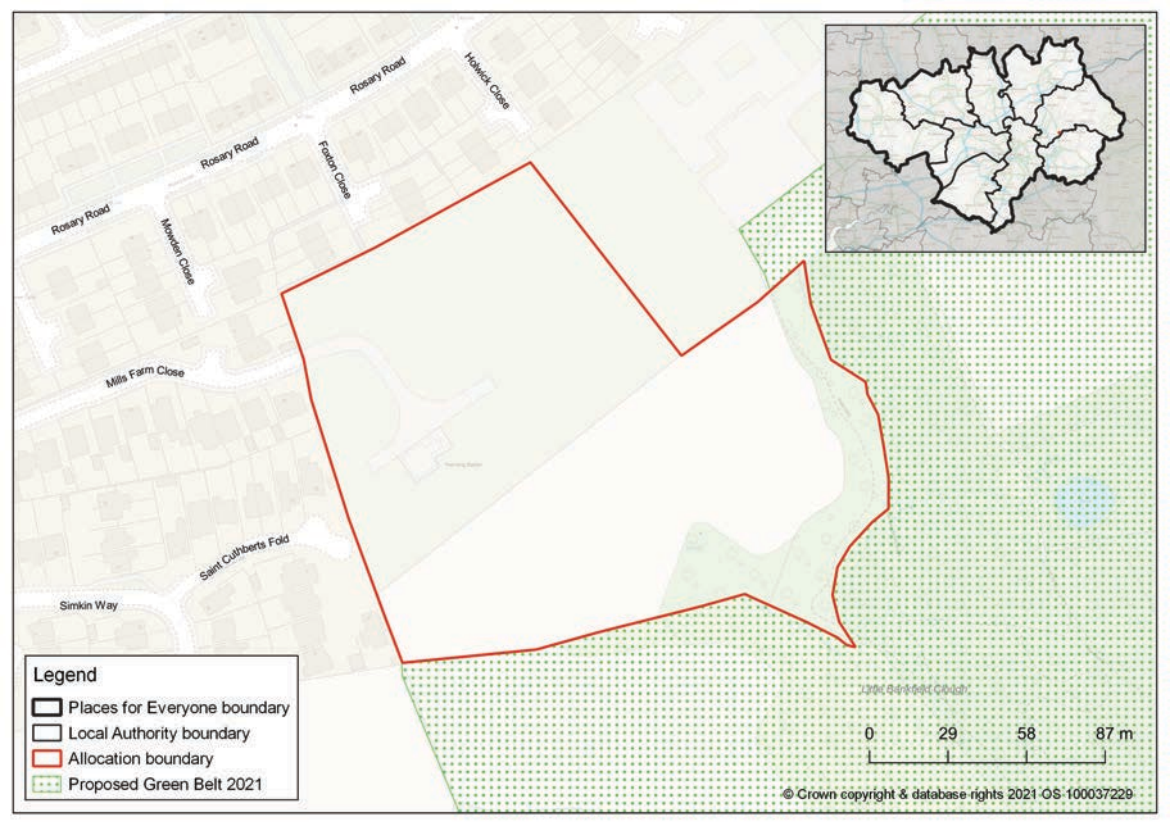
11.202 A flood risk assessment will be required to inform any development. A comprehensive drainage strategy should be prepared, for the site as a whole, as part of the more detailed masterplanning stage, to ensure that undue pressure and burden is not placed on existing utilities infrastructure through 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.

11.203 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 JP Allocation 18

South of Rosary Road



Picture 11.28 JPA 18 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 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, 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.

11.204 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.

11.205 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.

11.206 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.

11.207 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 provision of new school facilities; and
c. provide for appropriate health and community facilities.

11.208 These would need to be provided in line with local planning policy requirements and in liaison with the local authority.

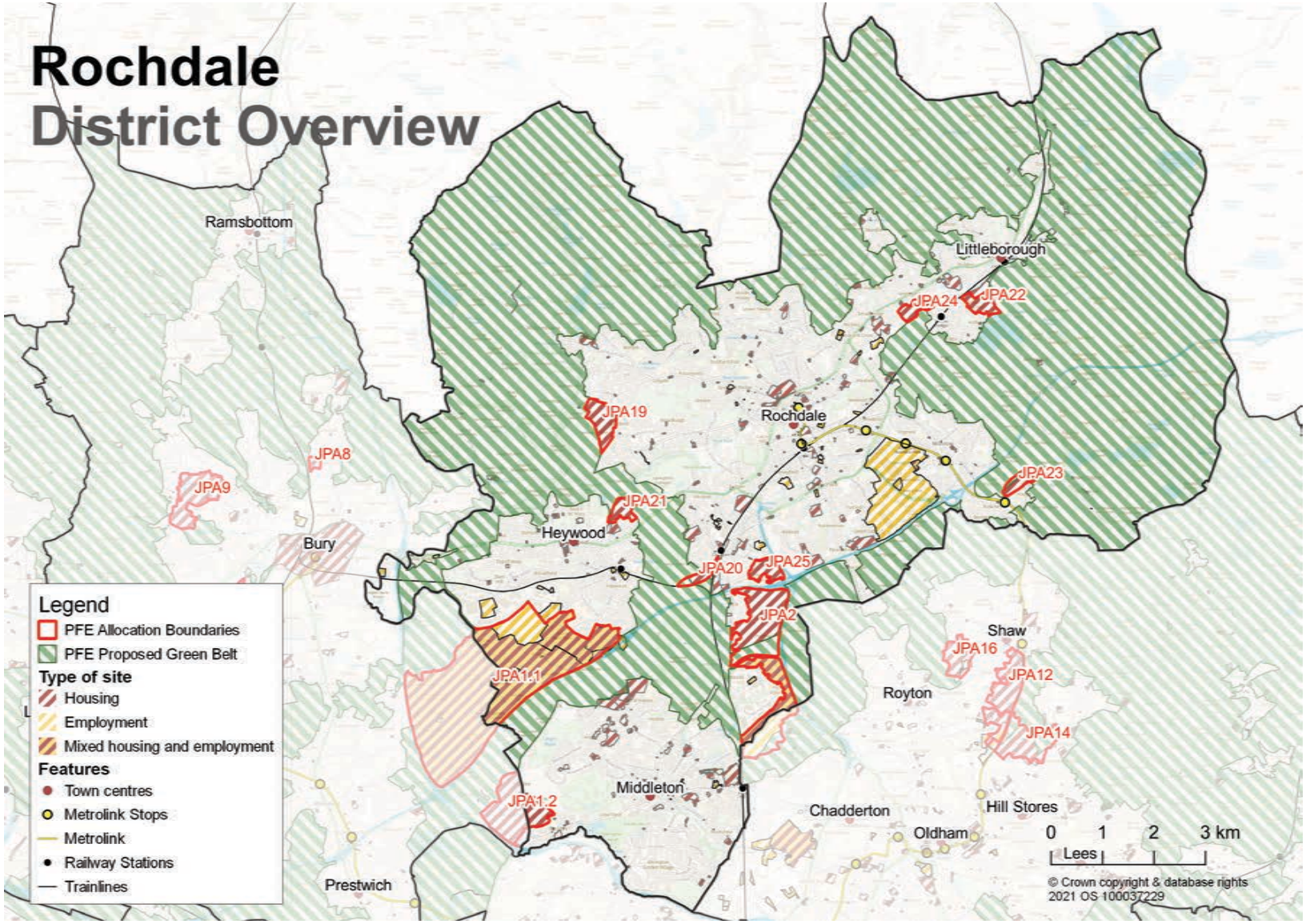
11.209 Bankfield Clough SBI and an area of priority habitat fall within the site along the eastern boundary. This area should form part of the wider landscaping and green infrastructure network for the site and be retained and enhanced as part of the biodiversity hierarchy within the site.

11.210 Development should have regard to the ecosystem services opportunity mapping, in the improvement and enhancement of Green Infrastructure.

11.211 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.

11.212 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.

Strategic Allocations in Rochdale

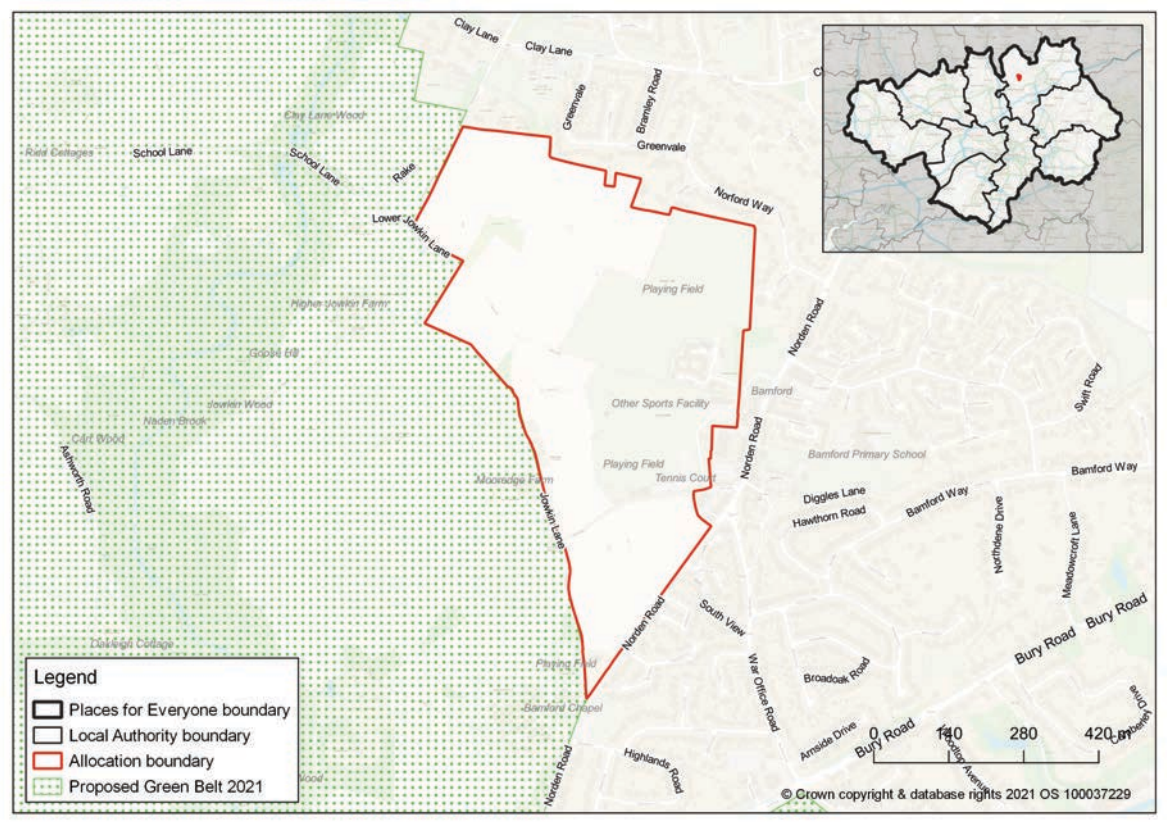


Picture 11.29 Rochdale District Overview

Bamford / Norden

Policy JP Allocation 19

Bamford / Norden



Picture 11.30 JPA 19 Bamford / Norden

Development at this site will be required to:

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. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application process;
11. 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.

11.213 Norden and Bamford are well-established residential areas to the west of Rochdale town centre and there is a strong market demand for housing 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 the plan area to support economic growth.

11.214 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.

11.215 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.

11.216 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.

11.217 The site is also relatively close to Ashworth Valley to the west. This river valley is of high landscape value and provides some attractive recreational routes. It is important that any development does not have a negative impact on 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.

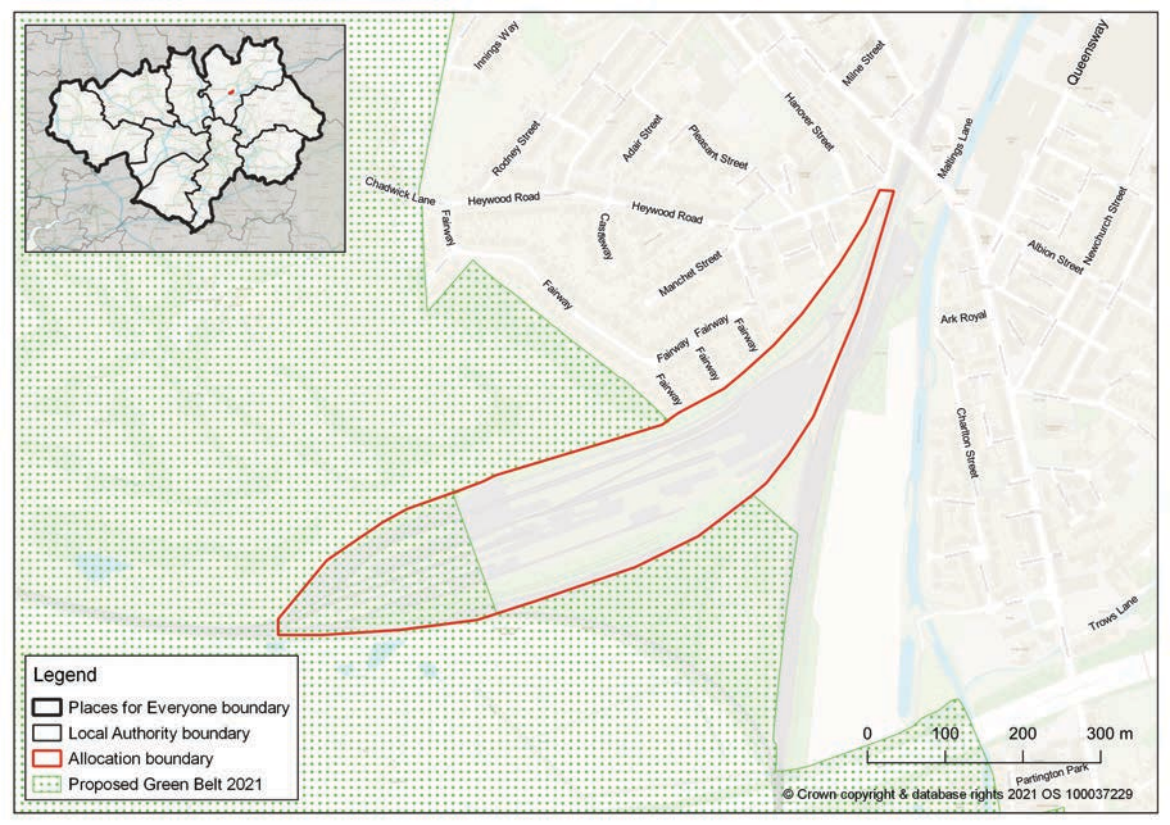
11.218 As with a lot of areas within the borough there is limited capacity in relation to primary school places. Therefore any proposal would need to address this through a contribution to expand existing schools in the area.

11.219 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.

Castleton Sidings

Policy JP Allocation 20

Castleton Sidings



Picture 11.31 JPA 20 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 being 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.

11.220 The site offers the opportunity to deliver high quality housing on previously-developed land in a sustainable and accessible location. The western part of the site is within the Green Belt but the eastern part of the site closest to Castleton is within the urban area and is available and deliverable. Overall the site is well placed to utilise existing community facilities and social infrastructure.

11.221 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.

11.222 Given the shape of the site it is not appropriate that all of it is developed as this would have a significant impact on the Green Belt between Castleton and Heywood. The redevelopment of the site as a whole does offer the opportunity to create a high quality area of 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.

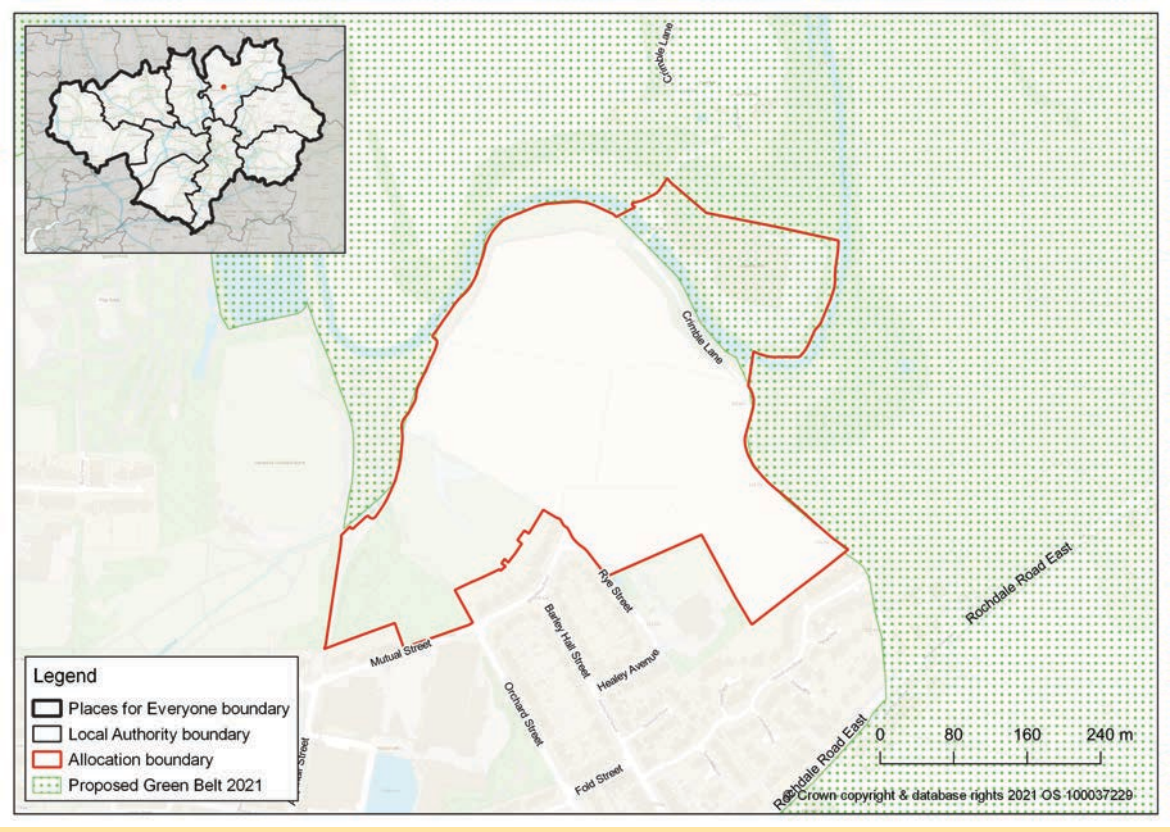
11.223 A designated National and European site is located close to the site. Therefore any impact from the new development and any associated traffic generated will need to be taken into account. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units.

11.224 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 JP Allocation 21

Crimble Mill



Picture 11.32 JPA 21 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 be informed 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 Historic Environment Assessment (2020). The masterplan must detail where significant archaeology will be preserved in situ;
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.

11.225 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.

11.226 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.

11.227 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.

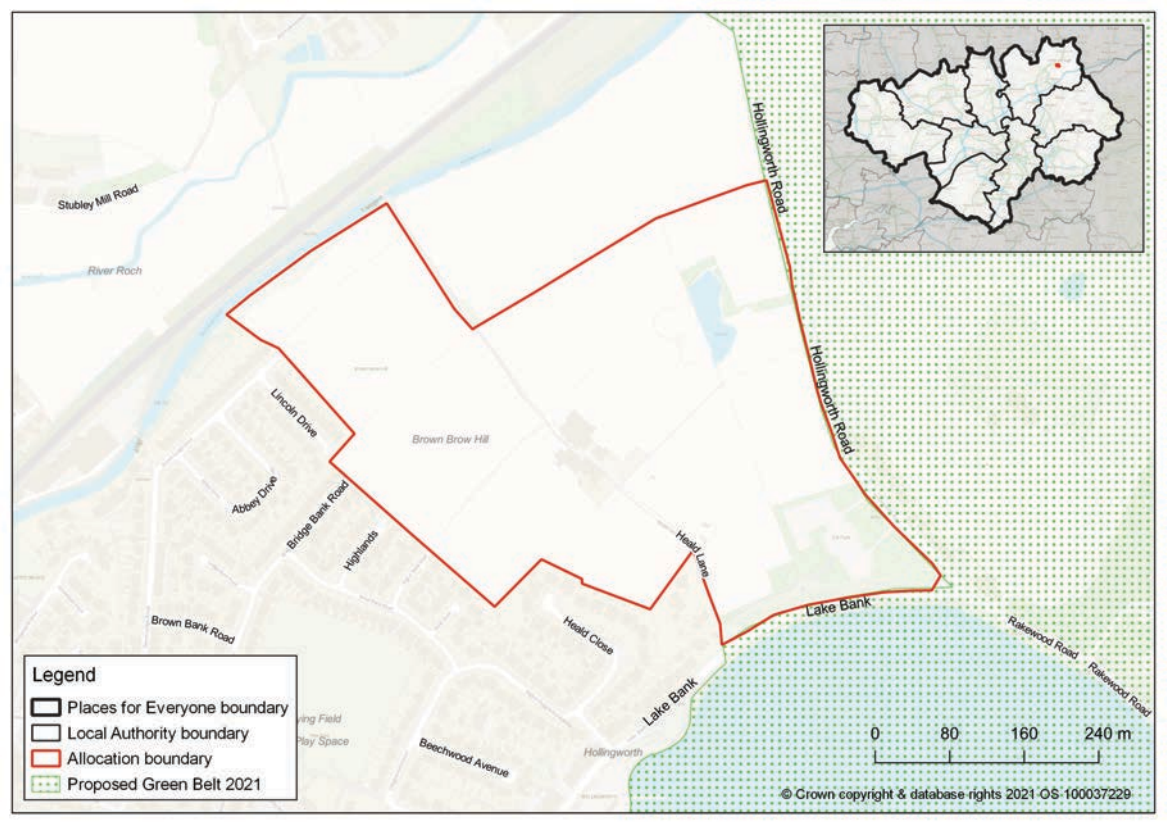
11.228 Parts of the site adjacent to the River Roch are at risk from flooding and this includes part of the mill complex itself. Any proposal would need to demonstrate how it has addressed the issue of flooding within the scheme. Any proposed mitigation would need to consider the effects of the development 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.

11.229 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.

Land North of Smithy Bridge

Policy JP Allocation 22

Land North of Smithy Bridge



Picture 11.33 JPA 22 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, 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. Incorporate a design and layout which complements the existing housing to the west of the site and the proposed new housing on the former Akzo Nobel site to the north;

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.

11.230 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.

11.231 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.

11.232 Designated National and European sites are located immediately adjacent to the site and in the wider landscape area. Therefore any impact from the new development and any associated traffic generated will need to be taken into account. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units.

11.233 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.

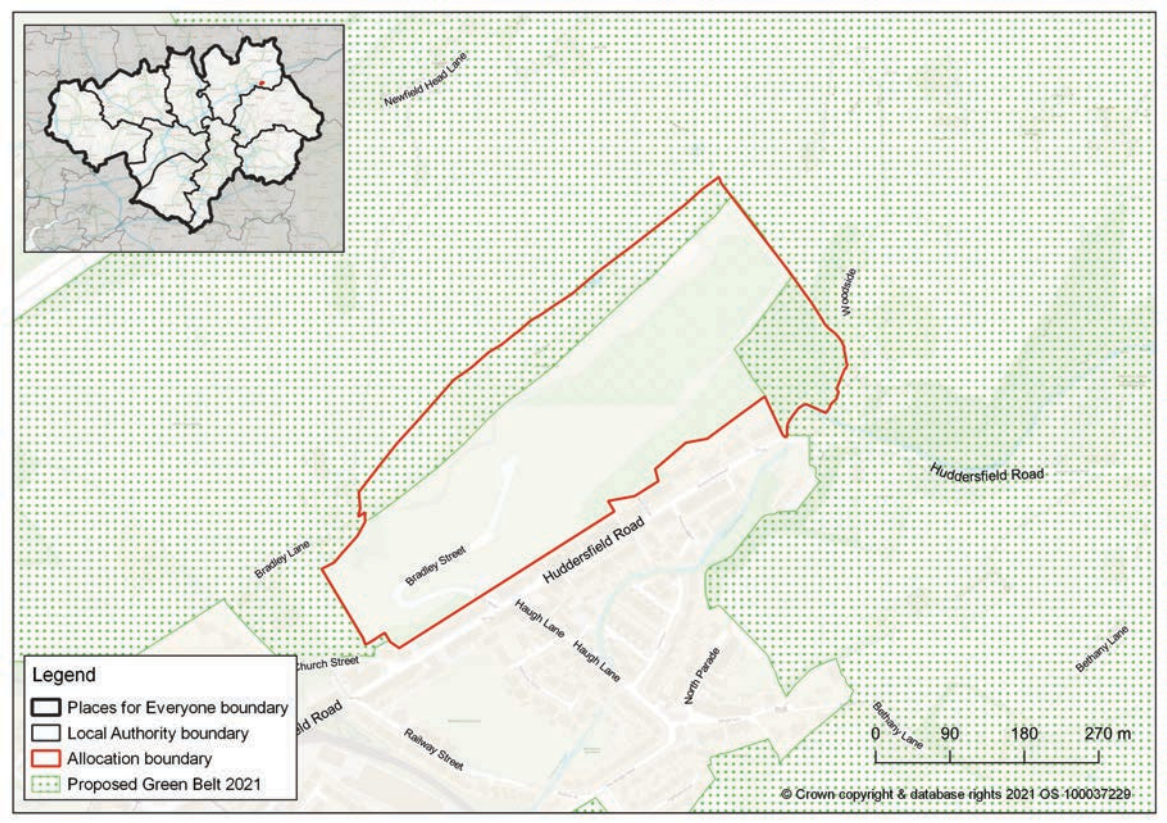
11.234 There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school. This area provides an excellent location for a new facility given that it lies between Littleborough and Smithy Bridge and therefore can serve both areas sustainably. It also provides an attractive location for a school which can provide access to open areas and activities, thus promoting healthy lifestyles.

11.235 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 JP Allocation 23

Newhey Quarry



Picture 11.34 JPA 23 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.

11.236 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.

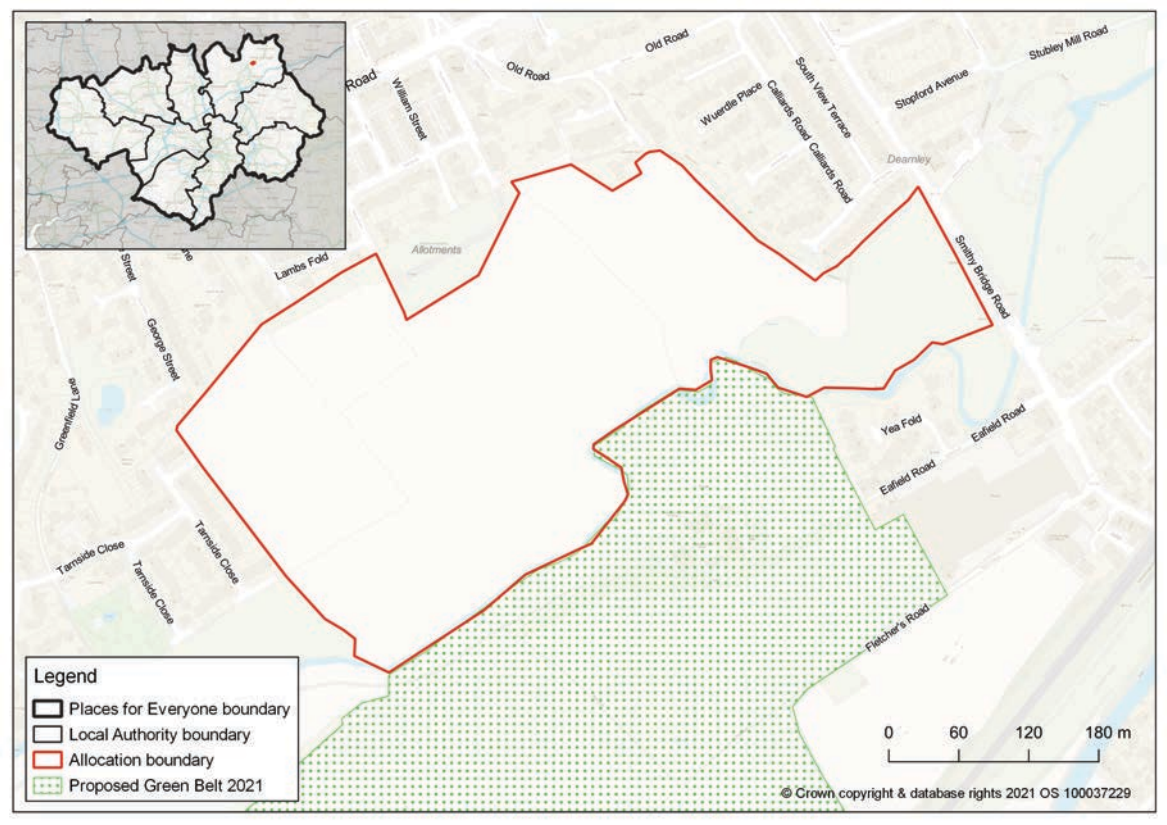
11.237 The site is in a sustainable location with easy access to the centre of Newhey and the Metrolink stop. Presently the Metrolink stop at Newhey is well used and has no dedicated parking. The development of this site will be required to deliver publicly available car parking. The size, location and design of any parking would need to be agreed between the Council, TfGM and the developer. In addition to parking to serve the Metrolink stop, the development should 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.

11.238 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 JP Allocation 24

Roch Valley



Picture 11.35 JPA 24 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. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment submitted as part of the planning application;
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.

11.239 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.

11.240 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.

11.241 The area has good access to the A58 bus corridor and there are local services and facilities along this route. The development will need to provide good walking and cycling routes to the Calder Valley Railway line station at Smithy Bridge which offers good access to the city centre and other areas.

11.242 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.

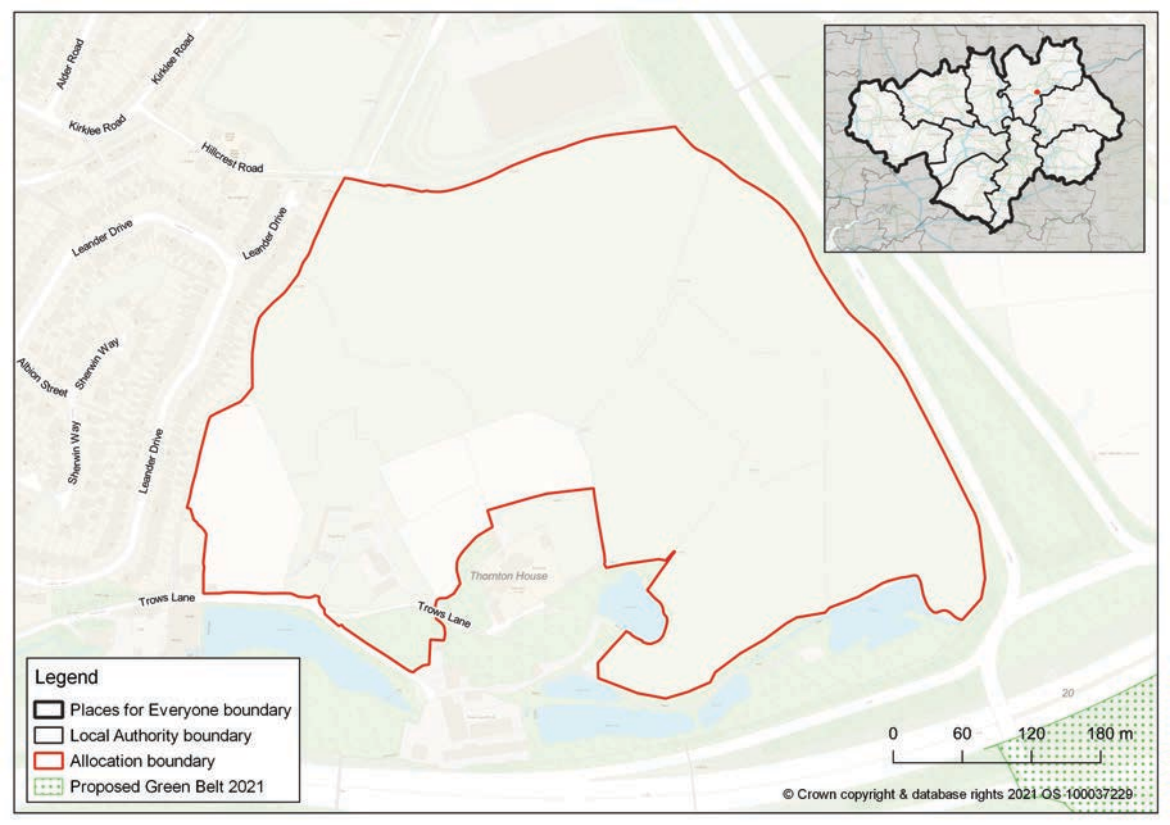
11.243 The river valley setting of the site means that the impact of any development must be taken into account in terms of any design and layout. There are some long distance views into the site from across the valley and therefore it is important that the impact of any scheme is minimised as much as possible through the use of appropriate materials and high quality landscaping.

11.244 There are proposals to deliver a residential relief road linking Smithy Bridge Road and Albert Royds Street. This route would improve traffic flow on the local route network and reduce congestion at a number of junctions in the area. This 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 JP Allocation 25

Trows Farm



Picture 11.36 JPA 25 Trows Farm

Development at this site will be required to:

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 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. Provide financial contributions to mitigate impacts on the highway network identified through a transport assessment;
11. Incorporate appropriate noise and air quality mitigation along the M62 and A627(M) motorway corridors; 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.

11.245 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.

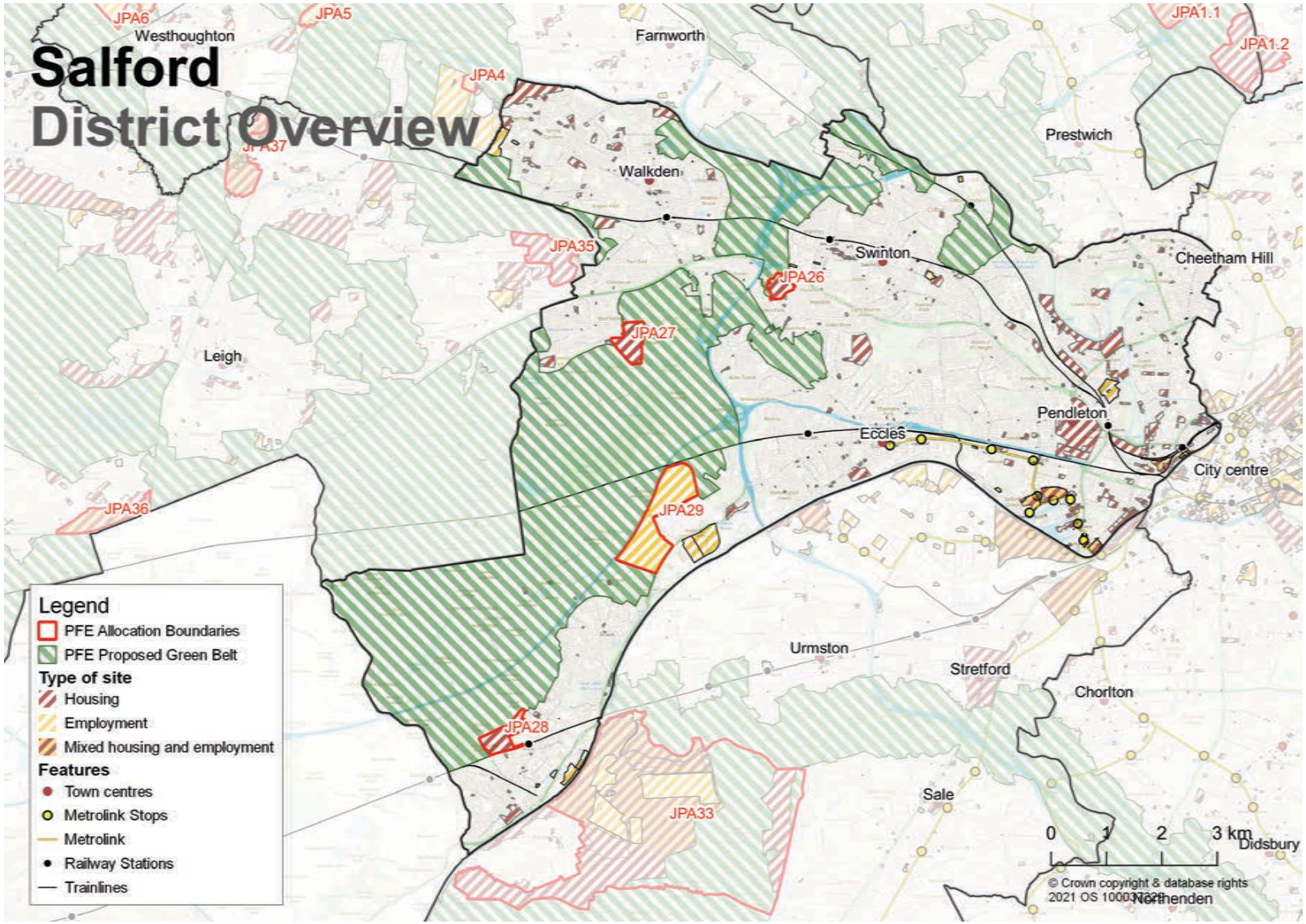
11.246 Rail journeys into the city centre from Castleton station take only fifteen minutes and this is complemented by a quality bus corridor along Manchester Road. High-quality walking and cycling connections to Castleton station and Manchester Road should therefore be provided as part of the development. The site also has good access to the motorway network.

11.247 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.

11.248 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.

11.249 It is considered that by 2040 this development may lead to traffic increases on the M62 motorway because of its size and relative proximity to the motorway. The M62 passes close to designated National and European sites known to be susceptible to traffic pollution, particularly nitrate deposition. As such, a project specific Habitats Regulation Assessment will be required for planning applications involving 50 or more residential units.

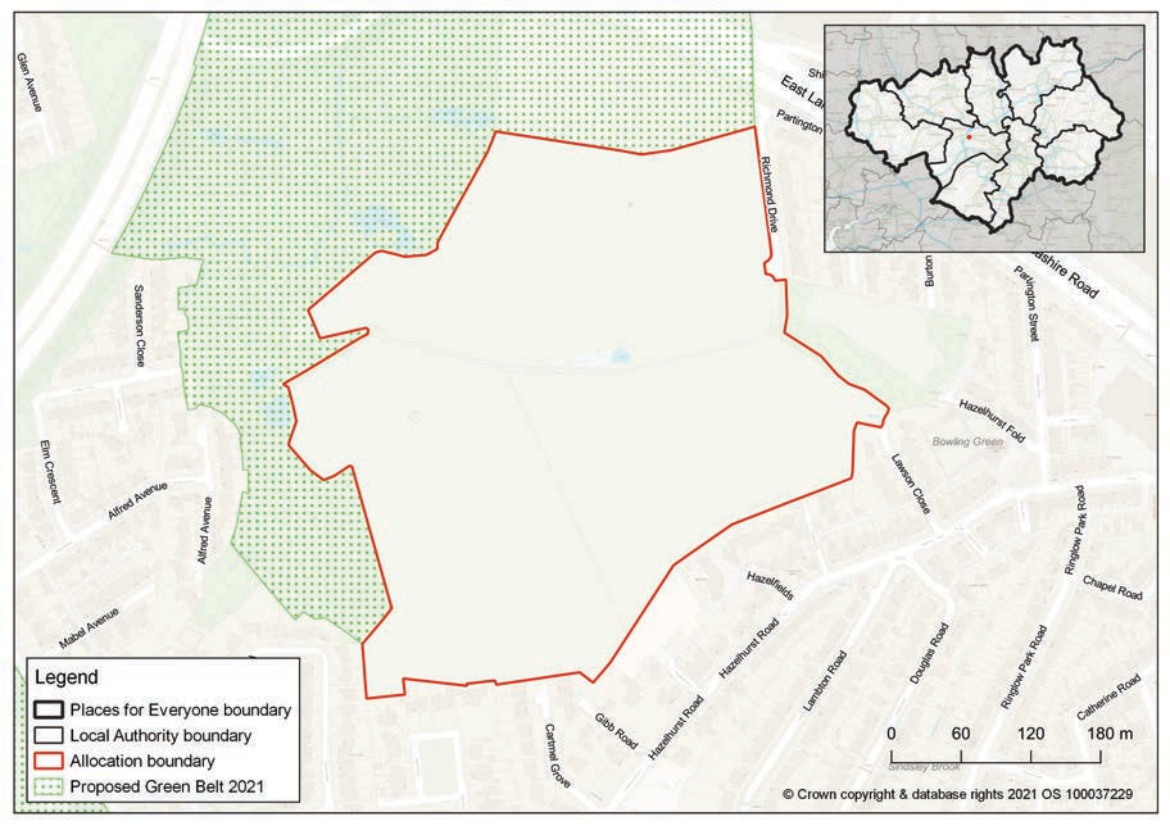
11.250 There is a local issue in terms of primary school places and this can only be resolved through the provision of a new school in the area. Therefore this development will be expected to contribute to the provision of a new school to ensure that the demand for new school places created by the development can be met.



Picture 11.37 Salford District Overview

Policy JP Allocation 26

Land at Hazelhurst Farm



Picture 11.38 JPA 26 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;

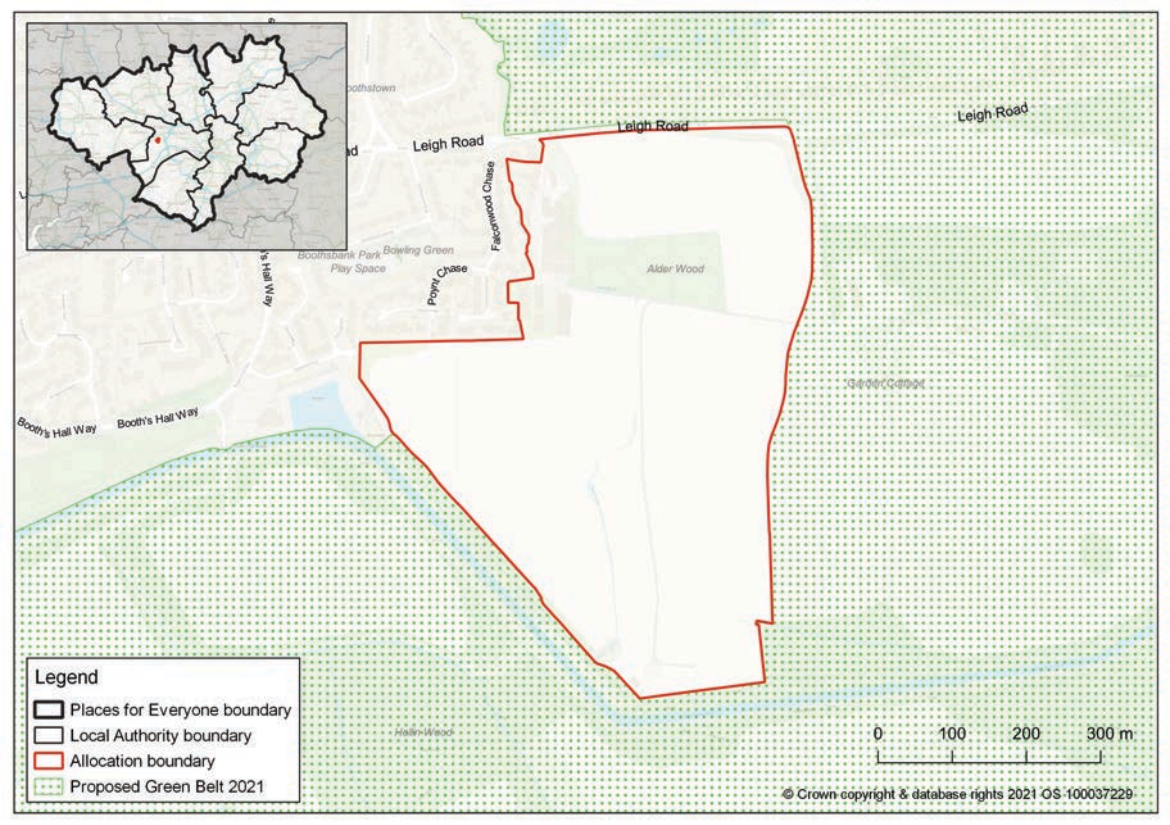
3. Be designed to encourage the use of nearby public transport services, in particular the Leigh-Salford-Manchester bus rapid transit service, with high quality pedestrian and cycling routes and off-site pedestrian crossings that connect all parts of the site to nearby bus stops;
4. Incorporate attractive 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.

11.251 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 JP Allocation 27

East of Boothstown



Picture 11.39 JPA 27 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, informed by the findings and recommendations of the Heritage Assessment (2019) in the Plan's evidence base and any Heritage Impact Assessment submitted as part of the planning application process; and
19. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.

11.252 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

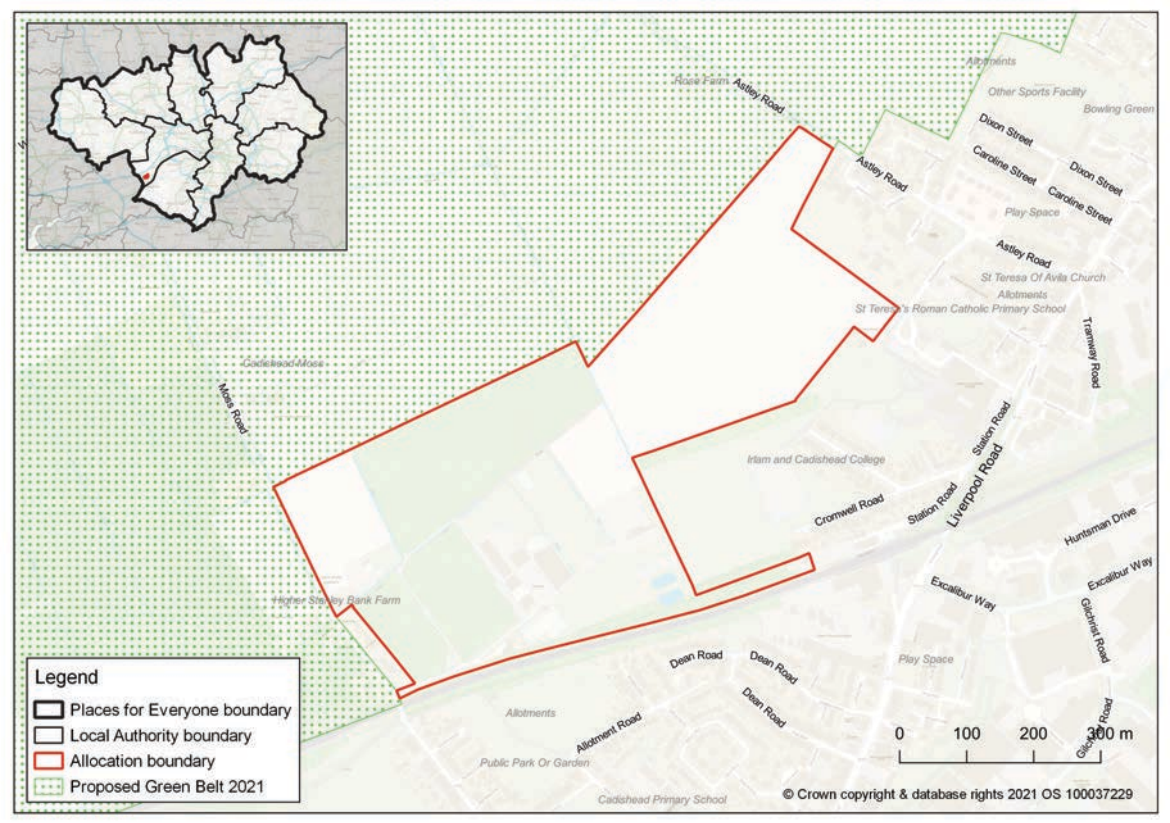
immediately next to the new RHS Garden Bridgewater which is due to open in 2021. It is essential that the development of the site fully maximises the opportunities presented by this location, and delivers the highest quality living environment. A lower density of development than would normally be required under Policy JP-H 4 'Density of New Housing' will be acceptable on this site.

11.253 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 JP Allocation 28

North of Irlam Station



Picture 11.40 JPA 28 North of Irlam Station

Land North of Irlam Station, between New Moss Road and Astley 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 800 dwellings and associated social and community uses.

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. Be provided in the form of houses 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.

11.254 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.

11.255 Higher density houses will be appropriate in the most accessible parts of the site immediately around Irlam Station, in accordance with Policy JP-H 4 'Density of New Housing', helping to maximise the number of people within easy walking distance of the station.

11.256 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.

11.257 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.

11.258 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.

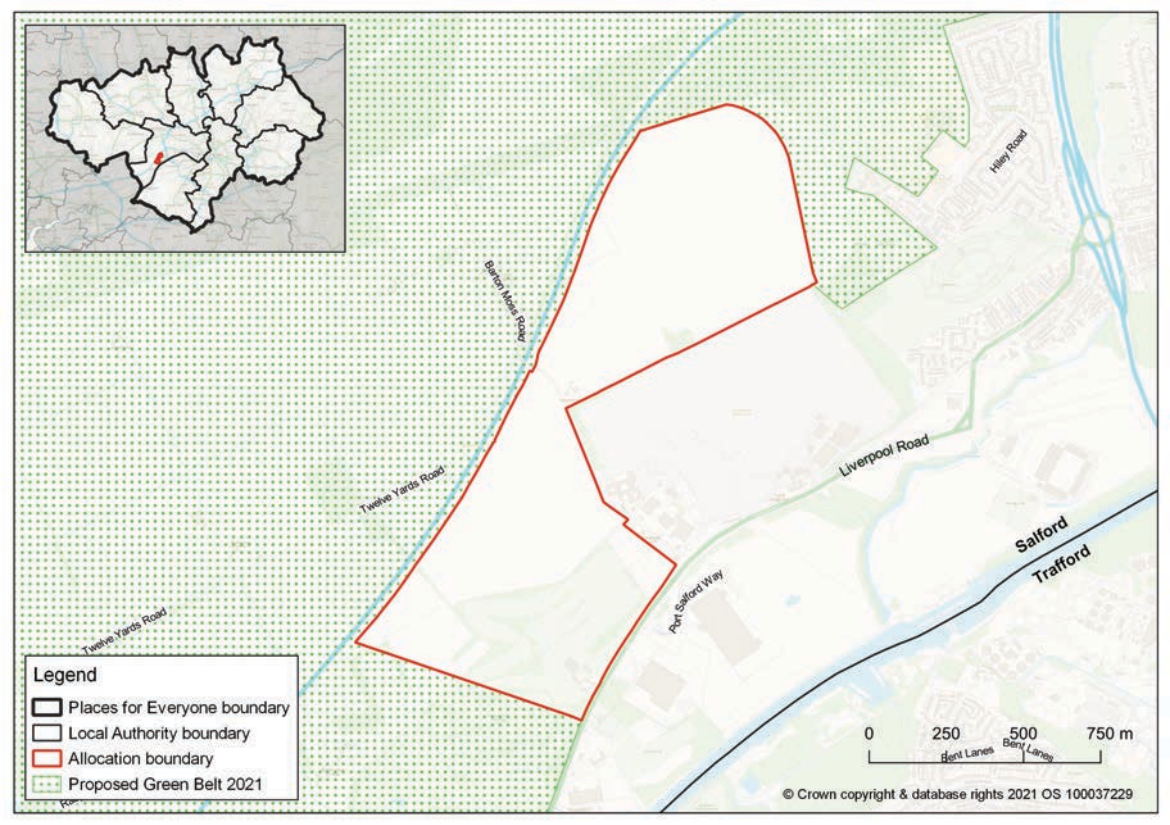
11.259 Most of the site has significant depths of peat across it, meaning that there will be high costs associated with development on it. The peat on the site has been degraded due to decades of drainage and agricultural activity. Nevertheless, it still performs an important carbon storage function, 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.

11.260 For any planning applications within the boundary of the allocation involving 50 or more dwellings, a project specific Habitats Regulations Assessment will be required given that such developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.

11.261 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.

Policy JP Allocation 29

Port Salford Extension



Picture 11.41 JPA 29 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. Incorporate suitable HGV parking provision to cater for the area's anticipated use, including as appropriate stop over provision, and amenity facilities to serve the needs of HGV drivers;

7. 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;

8. 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;

9. Protect the full functioning and operational safety of Barton Aerodrome;

10. Conserve and where appropriate enhance, the significance of surrounding designated and non-designated heritage assets, including by:

    i. Designing and landscaping the development to minimise any adverse impacts on the setting of Barton Aerodrome and the listed buildings within it;

    ii. Where harm to Barton Aerodrome and any heritage asset within it is justified, opportunities shall be sought to better reveal the significance of the heritage asset, securing repairs to them, improving public access to them and/or providing publicly accessible information about them; and

    iii. Being informed by the findings and recommendations of the Heritage Assessment (2019) in the Plan's evidence base and any Heritage Impact Assessment submitted as part of the planning application process.

11. Justify and provide full compensation for the loss of the golf course in accordance with paragraph 97 of the NPPF (February 2019) or any subsequent revision of national planning policy;

12. Incorporate high levels of landscaping, including the retention or replacement of existing woodland, hedgerows and ponds where practicable, so as to minimise the visual impact on the wider landscape (including on the remaining Green Belt separating the site from Irlam), achieve a minimum 10% net gain in biodiversity and mitigate the environmental impacts of development including noise;

13. Support the objectives for the Great Manchester Wetlands Nature Improvement Area and avoid harm to protected species;

14. 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;

15. Protect and enhance surrounding habitats, including the Foxhill Glen Site of Biological Importance;

16. Be supported by a project specific Habitats Regulation Assessment for any planning applications involving a floorspace of 1,000 sqm and above;

17. Mitigate the risk of surface water and groundwater flood risk, incorporating green sustainable drainage systems as part of the landscaping of the site;

18. Minimise the loss of the carbon storage function of the peat and avoid any adverse impacts on the hydrology of surrounding areas of peat/mossland, whilst ensuring that there is no potential for future problems of land stability or subsidence;

19. Protect the quality of watercourses through and around the site;

20. Protect the amenity of remaining residential properties within or on the edge of the allocation, including through the provision of appropriate landscaped buffers;

21. 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;

22. Implement an agreed strategy for dealing with its local air quality impacts;

23. Give positive consideration to the incorporation of renewable and low carbon energy infrastructure, including the potential for solar panels on buildings; and

24. Employ methods throughout the construction process that will ensure the potential for archaeology is investigated and any finds safeguarded and properly recorded.

11.262 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.

11.263 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.

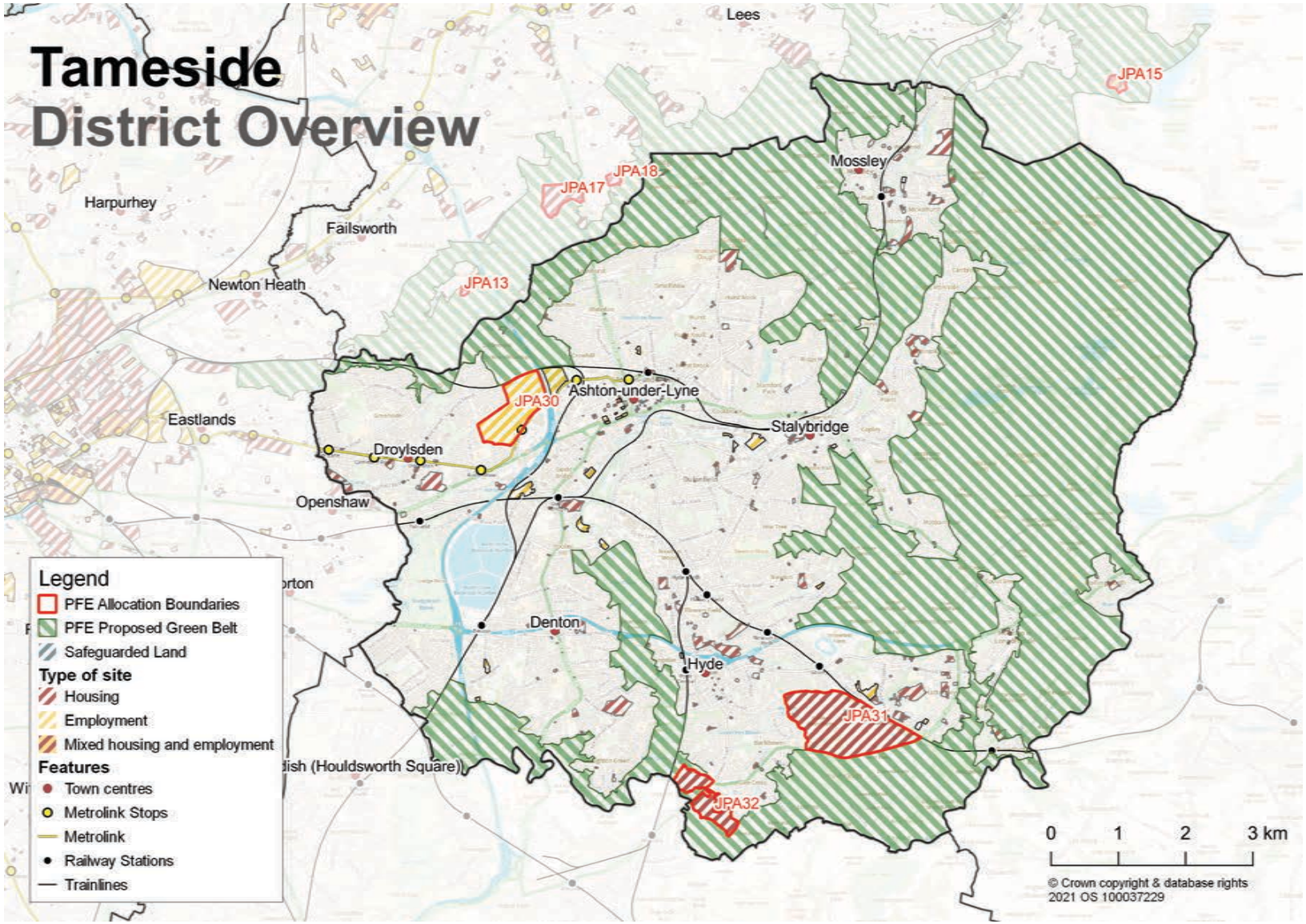
11.264 The retention of the Green Belt to the west and east of the site will help to prevent the coalescence of Irlam and Eccles. It will be important to make positive use of this Green Belt, including by expanding the facilities at Brookhouse Playing Fields to the east, and there may be opportunities 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.

11.265 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.

11.266 The priority for any off-site nature conservation enhancements required to deliver a minimum 10% net gain in biodiversity from the development of the site is likely to include the enhancement of Foxhill Glen Site of Biological Importance, ecological enhancements to remaining areas of Green Belt to the site's south western and north eastern boundaries and the restoration of lowland raised bog and complementary habitats in Chat Moss to the north. Wider ecological surveys, including water vole, brown hare, great crested newts and birds,

will be required prior to any development. For any planning applications within the boundary of the allocation involving a floorspace of over 1,000 sqm, a project specific Habitats Regulations Assessment will be required given that such developments may lead to traffic increases on the M62 motorway because of their size and relative proximity to the motorway. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.

11.267 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.

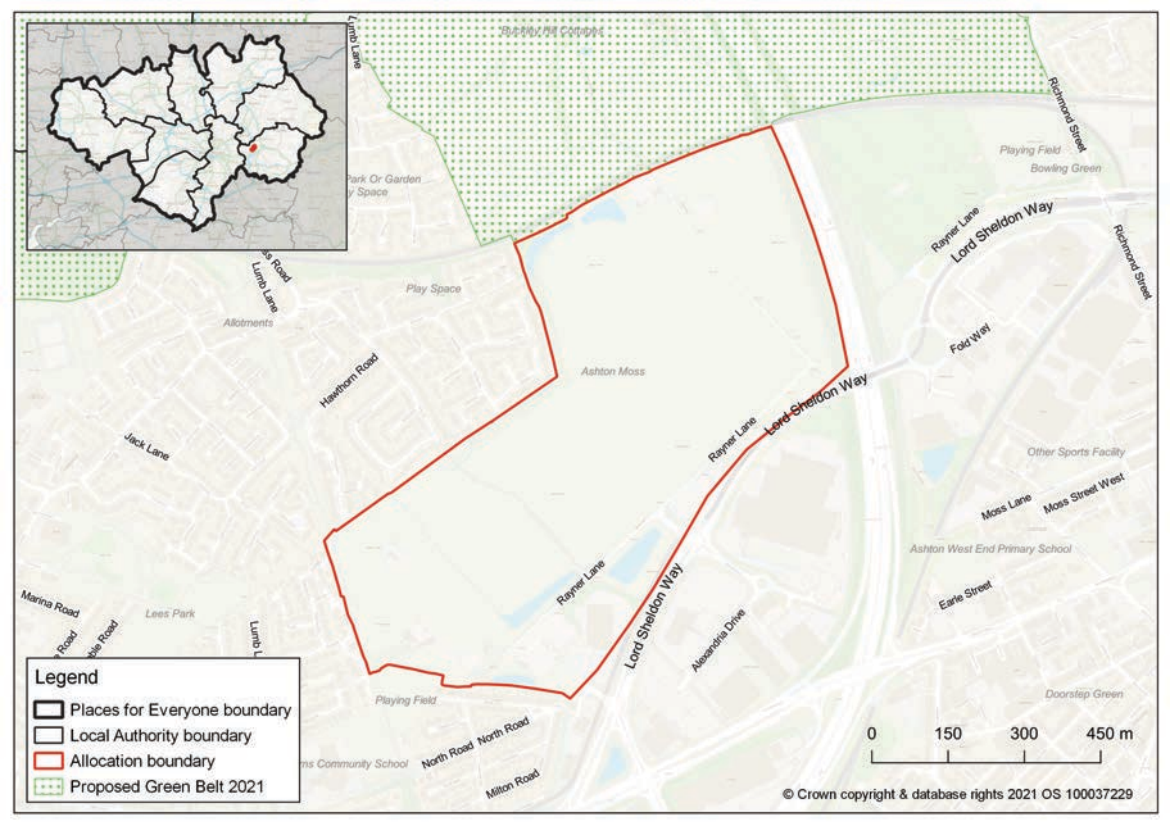


Picture 11.42 Tameside District Overview

Ashton Moss West

Policy JP Allocation 30

Ashton Moss West



Picture 11.43 JPA 30 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) - Research and Development, E(g)(iii) - Light and Industrial and B2 - General Industrial use classes;

2. Be in accordance with a comprehensive masterplan, phasing strategy and design code approved by the Local Planning Authority for the whole site, developed through engagement with the local community, Council and other appropriate stakeholders;

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 neighbouring 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, 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 active 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 Council's most up to date Open Space Review.

11.268 Having previously been identified as part of a potential World EXPO site, Ashton Moss West represents a major opportunity for Tameside and the east of Greater Manchester to deliver approximately 160,000 square metres of high quality employment floorspace. This should

primarily fall within the E(g)(ii) - Research and Development, E(g)(iii) - Light and Industrial and B2 - General Industrial use classes and be aimed at delivering facilities suitable for identified areas of economic strength and key growth sectors within Tameside and Greater Manchester: life sciences; health technologies, advanced manufacturing and materials science/fabrication.

11.269 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.

11.270 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.

11.271 To deliver a high quality development it will be important to have a clear and comprehensive masterplan, phasing strategy and design code; which should carefully consider matters of character, including orientation, materials and soft landscaping in respect of the setting of neighbouring heritage assets[(129)] and surrounding residential properties.

11.272 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.

11.273 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 site overlaps with the current Air Quality Management Area along the M60 corridor to the east and Lord Sheldon Way to the south will need to be considered in the masterplanning process. This could take the form of appropriate buffering as part of the green infrastructure network across the site.

11.274 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.

11.275 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

129 Historic Environment Assessment, GMSF Land Allocations, Tameside, Ashton Moss West, University of Salford

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.

11.276 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.

11.277 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.

11.278 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.

11.279 It is important that existing landscape and ecological features alongside other green infrastructure, habitats and assets of biological importance are protected, managed and enhanced as part of the comprehensive masterplan of the site, taking into account guidance in the Landscape Character Assessment.**(130)**

11.280 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.

11.281 The existing active travel route to the site's western edge should be retained and enhanced and could form part of a landscape buffer to existing residential properties. In addition, consideration should be given to a number of existing informal routes and public rights of way to the site's northern edge that could also benefit from improved connectivity and enhancement, including access to Metrolink.

130 Greater Manchester Landscape Character Assessment https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf

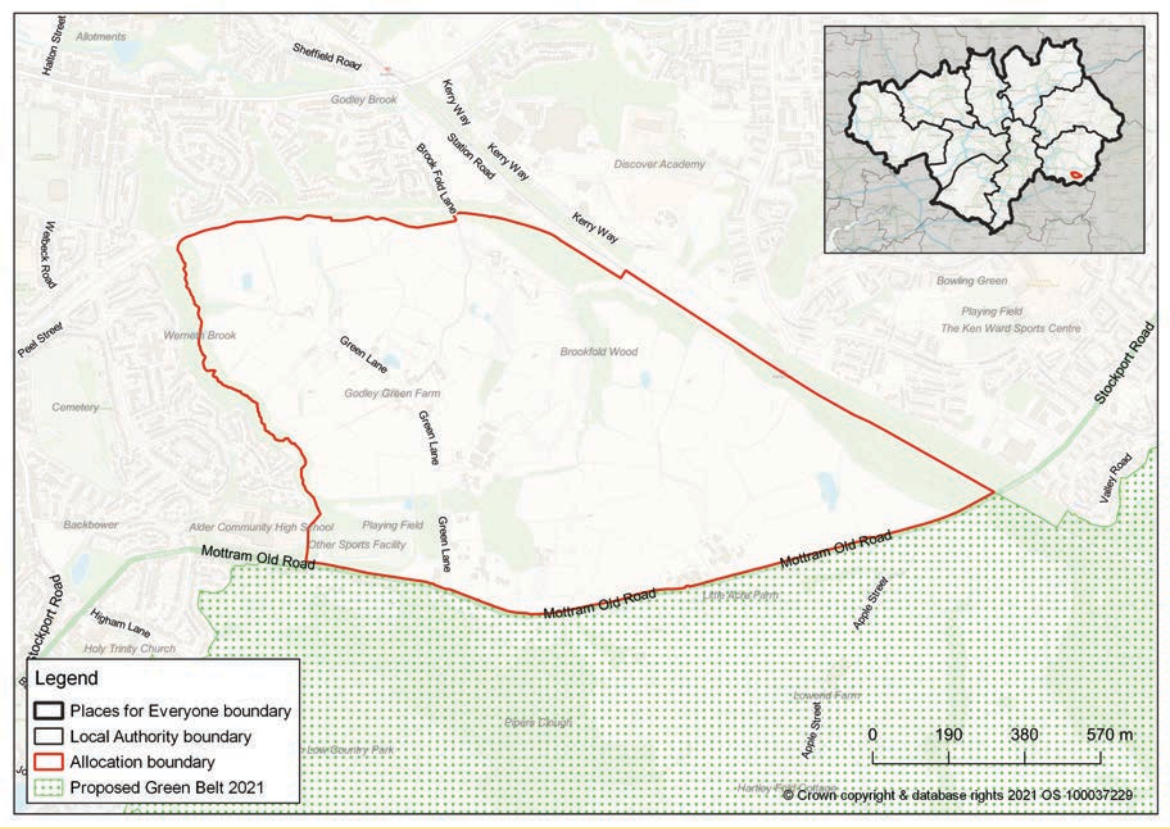
11.282 While the site is in a sustainable and accessible location, being well served by public transport and with convenient access to junction 23 of the M60, new vehicular access will be required into the site off the A6140 Lord Sheldon Way, integrating with the existing and proposed pedestrian and cycle network.

11.283 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.

Godley Green Garden Village

Policy JP Allocation 31

Godley Green Garden Village



Picture 11.44 JPA 31 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 Hyde town centre, 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, 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.

11.284 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[(131)] and is a logical sustainable extension to the existing urban area.

11.285 The site is in close proximity to both rail and motorway connections, with Hattersley train station located adjacent and Godley train station to the north. There is potential to enhance the existing sustainable travel opportunities, through the provision of tram-train services along the Glossop line and new bridge access to Hattersley is required, connecting to the surrounding community. The ongoing regeneration in Hattersley will be reinforced by the development at Godley Green, providing positive outcomes and opportunities in an area of deprivation.

131 https://www.tcpa.org.uk/understanding-garden-villages

11.286 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).

11.287 Older persons housing and plots for custom and self-build will also feature as important elements of the housing mix in the Garden Village and some should be affordable to those on lower and middle incomes seeking this type of opportunity.

11.288 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.

11.289 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.

11.290 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.

11.291 The Historic Environment Assessment[(132)] has identified a number of non-designated built heritage assets within the site as having a degree of local heritage significance. In recognition of this, built heritage in the form of historic routes, field boundaries, hedgerows, farmsteads, the agricultural hamlet at Greenside and villas within their existing residential plots along Green Lane should be retained where possible and could be incorporated into the masterplan to help create a sense of place and link with the site's past.

11.292 A programme of archaeological assessment should inform the masterplanning approach to the site, allowing for archaeological evaluation to determine the extent and condition of potential remains, in particular around Greenside, east of Brookfold Wood, Green Lane and north of Brookfold. This will help to establish where significant archaeology should be preserved in situ through sympathetic planning or where the archaeology can be removed but first of all recorded. There may also be the opportunity to involve the community in such activities through excavation projects, for example at Dove House Farm.

132 Historic Environment Assessment, GMSF Land Allocations, Tameside, Godley Green, University of Salford

11.293 Building for a Healthy Life[(133)], 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.

11.294 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.[(134)] This could include integration into the surrounding landscape, particularly along development edges, and the interface between new and existing development along Green Lane and the historic hamlet of Greenside on Mottram Old Road, particularly where the rural landscape and views contribute to the significance of farmsteads and where buffer zones could retain a sense of openness.

11.295 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.

11.296 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.

11.297 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.

11.298 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.

11.299 It is also important that landscape, habitat and ecological features such as: Werneth Brook and Brookfold Wood Sites of Biological Importance (Ancient Woodland); protected trees and woodlands, hedgerows; together with the array of ponds and watercourses and other green infrastructure, are protected and managed as part of the comprehensive masterplan of the site to maintain and enhance their conservation status and prevent habitat fragmentation.

133 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

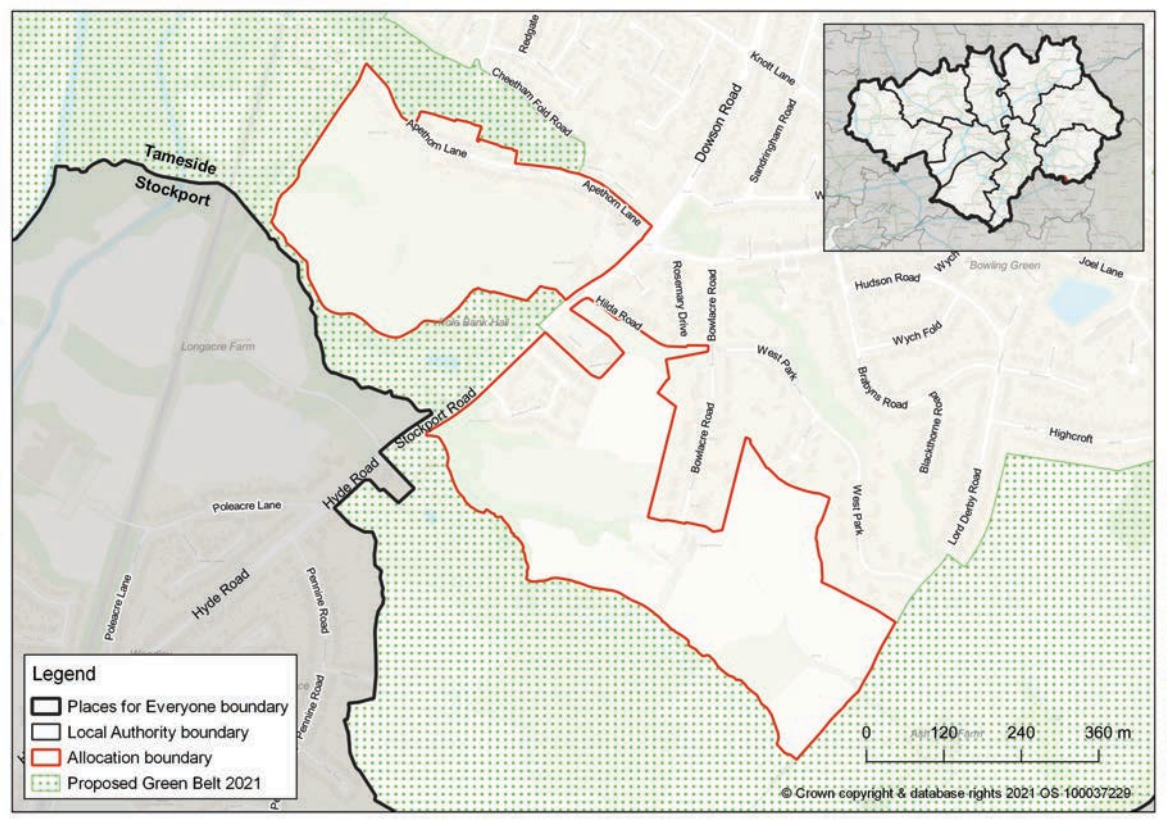
134 Greater Manchester Landscape Character Assessment https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf

11.300 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 other 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.

South of Hyde

Policy JP Allocation 32

South of Hyde



Picture 11.45 JPA 32 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;

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/

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. Sustain and enhance both designated and non-designated heritage assets and their settings including the Grade II* listed Apethorn Farmhouse and Grade II Pole Bank Hall;

11. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated Historic Impact Assessment(s) submitted as part of the planning application process;

12. Deliver the sensitive restoration and long term future use of the Grade II* listed Apethorn Farmhouse and complex within an early phase of development together with its removal from the Heritage at Risk Register;

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 Hyde town centre, 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, 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.

11.301 The two parcels that make up the south of Hyde allocation represent an opportunity to deliver housing in advance of the larger more complex sites contained in Places for Everyone due to their smaller scale. The sites' semi-rural setting, opportunity to secure the future of a grade II* listed building together with an existing network of green infrastructure, set the framework for an attractive, high quality and accessible neighbourhood that enshrines Garden City principles and is a logical, sustainable, extension to the suburb of Gee Cross.

11.302 Apethorn Fold is a small group of historic agricultural buildings, straddling Apethorn Lane to the north of the allocation. The Grade II* listed Apethorn Farmhouse is considered to be a rare surviving example in Tameside of a medieval cruck framed open hall house, which once comprised domestic accommodation to the north and shippon used to house animals to the south, separated by a cross passage. The farmhouse which dates back to the C.15 and altered during the C.17-C.19 owes its survival in part to its timber truss construction.[137] 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.

11.303 Development of the site is therefore expected to secure the restoration and long term future reuse of the Apethorn Farmhouse and complex. A Heritage Impact Assessment will be required to support the masterplanning of the site and any subsequent planning applications, demonstrating how the proposal will support the retention, enhancement and long term future use of Apethorn Farmhouse and complex and ensure the proposed new development has a positive impact on the heritage asset's conservation and setting.

137 Historic Environment Assessment, GMSF Land Allocations, Tameside, South of Hyde, University of Salford

11.304 It is expected that full restoration of the farm complex, including those features which are considered to be curtilage listed, will commence in the early phase of development and this be set out in the masterplan and phasing strategy. It is noted that this should include the curtilage listed building to the north side of Apethorn Lane which will remain within the Green Belt. In doing so, condition surveys, an archaeological presence on site and watching brief are all likely to be needed.

11.305 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).

11.306 Older persons housing and plots for custom and self-build could also feature as elements of the housing mix and some should be affordable to those on lower and middle incomes seeking this type of opportunity.

11.307 To deliver a high quality development it will be important to have a clear and comprehensive masterplan, phasing strategy and design code, which should carefully consider matters of character, appearance and setting. This includes for example: orientation, materials, building heights, densities, boundary treatments, soft landscaping and enhanced screening. Such considerations will be particularly important in respect to heritage assets and existing residential properties.

11.308 This masterplanning should be accompanied by an integrated approach to delivering infrastructure. This should include for example: a site wide drainage strategy, green, blue and grey infrastructure (including utilities provision), high speed broadband connectivity through fibre to the premises and electric vehicle charging infrastructure, either by providing charging points or through installing appropriate ducting to allow for future provision.

11.309 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.

11.310 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.

11.311 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.

11.312 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.[(138)] This could include: integrating into the surrounding landscape, particularly along development edges, at the interface between new and existing development and as the site ascends in elevation toward Lord Derby Road. This is also particularly relevant where the rural landscape and views contribute to the significance of heritage assets and where buffer zones could retain a sense of openness.

11.313 Building for a Healthy Life[(139)] 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.

11.314 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.

11.315 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.

11.316 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.

11.317 The GM Rail Prospectus articulates the future vision for rail with longer trains and more frequent services, and TfGM has committed in Our Five Year Transport Delivery Plan to explore the options for delivering a Metro/tram-train service on the Marple line with the potential to deliver greatly increased capacity and connectivity. Therefore, enhancing pedestrian and cycle connectivity between the site and the nearby Woodley station will be critical in improving a move away from private car use.

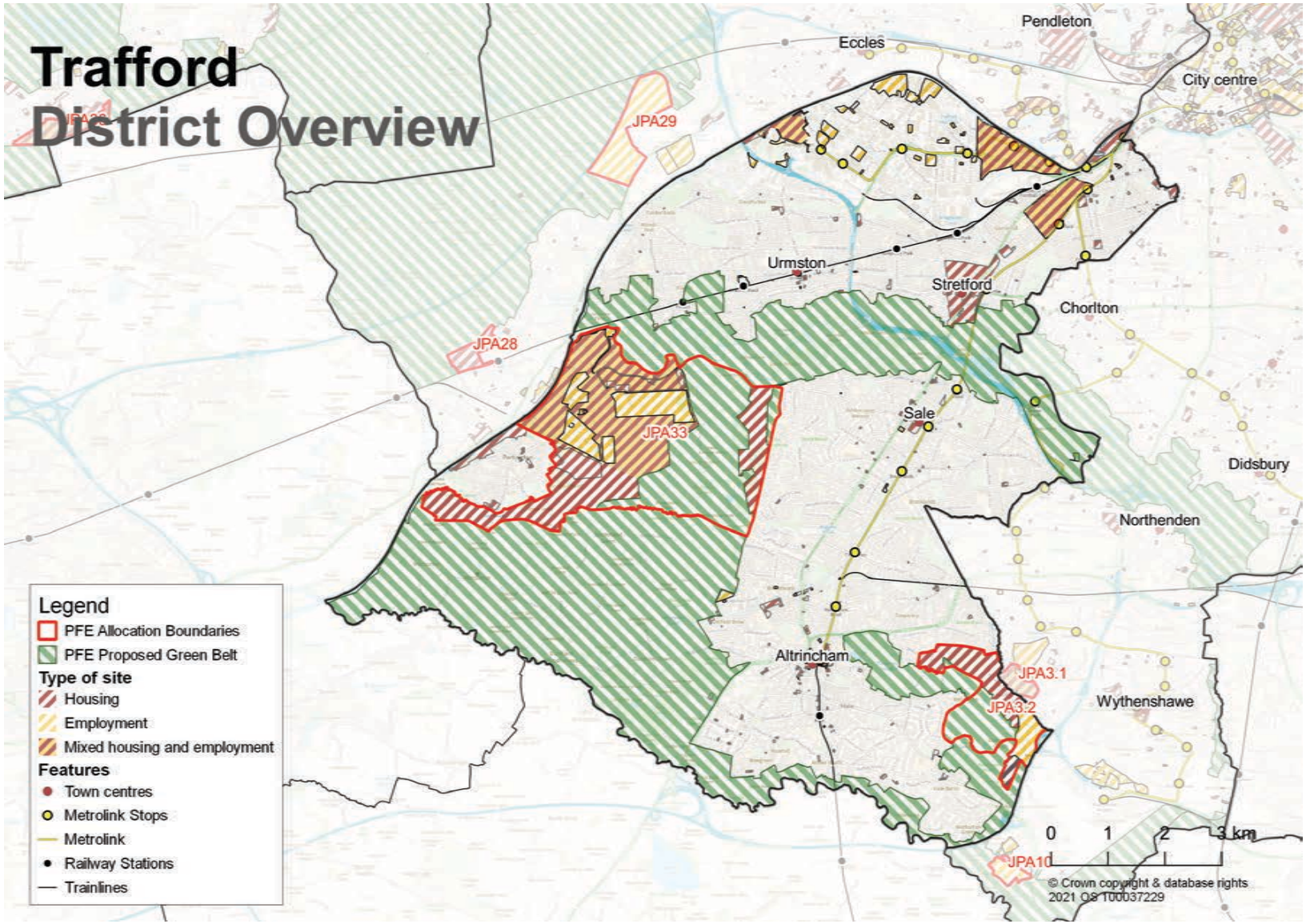
11.318 It is also important that landscape, habitat and ecological features such as: Pole Bank Site of Biological Importance (Ancient Woodland); protected trees and woodlands; hedgerows; together with the array of watercourses and other green infrastructure are protected and managed as part of the comprehensive masterplan of the sites to maintain and enhance their conservation status and prevent habitat fragmentation.

138 Greater Manchester Landscape Character Assessment https://www.greatermanchester-ca.gov.uk/media/1727/greater-manchester-landscape-character-and-sensitivity-report.pdf

139 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

11.319 Open space and recreation areas comprise an essential element of both Garden City and Building for a Healthy Life principles, contributing to the creation of healthy and active communities. Sport England's Active Design[(140)] and age friendly design principles[(141)] should be incorporated as far as possible in the masterplanning of the site to encourage active lifestyle behaviour and play at all ages.

140 Sport England – Active Design https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design
141 For example the WHO's Age-friendly Cities Framework https://extranet.who.int/agefriendlyworld/age-friendly-cities-framework/

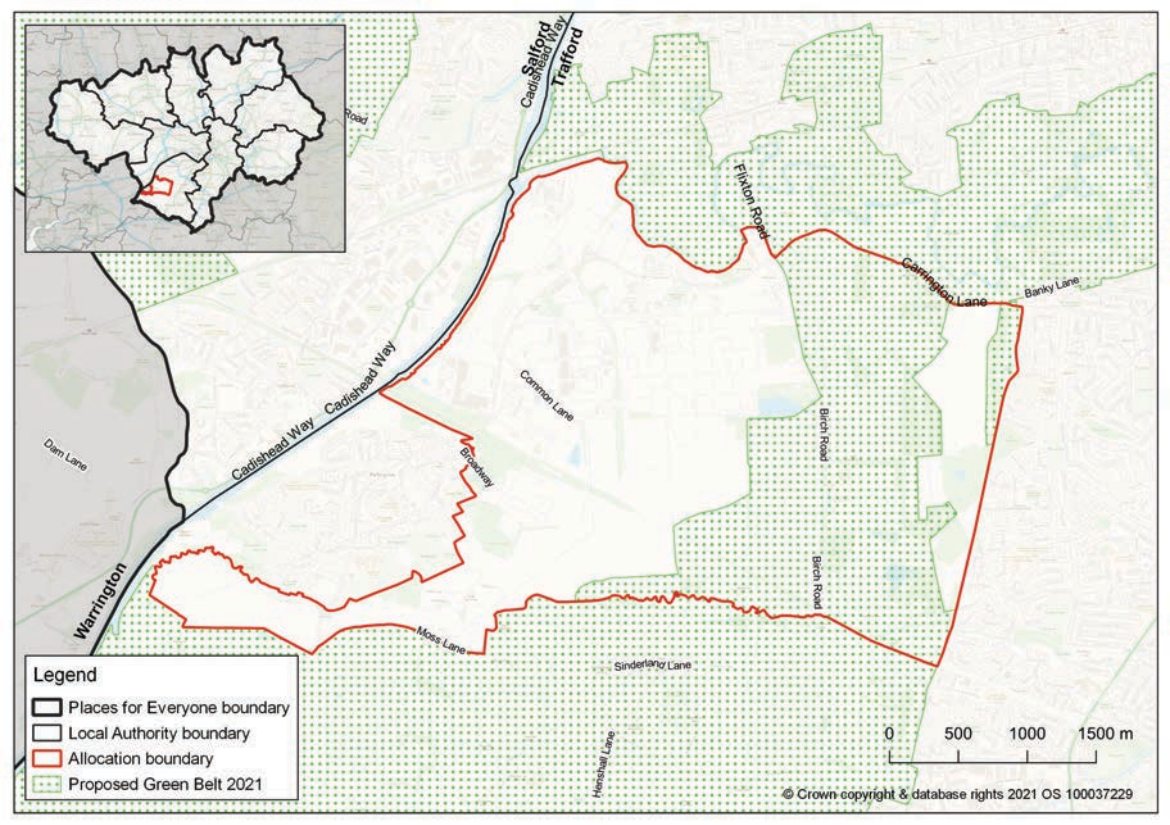


Picture 11.46 Trafford District Overview

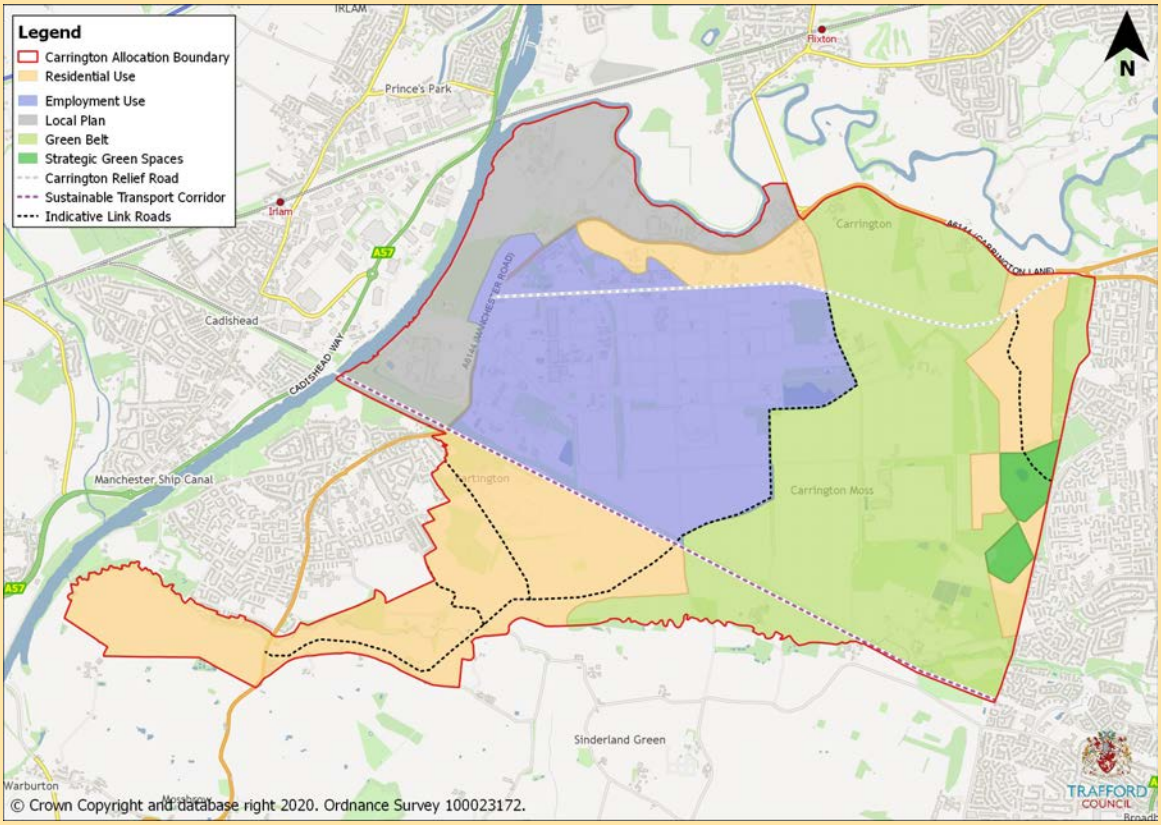
New Carrington

Policy JP Allocation 33

New Carrington



Picture 11.47 JPA 33 New Carrington



Picture 11.48 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 55 dph 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. Conserve and enhance the historic environment in line with the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated HIA submitted as part of the planning application process;
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 Places for Everyone 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.

11.320 The New Carrington allocation will deliver a new community that links to the existing Carrington, Partington and Sale West areas and provides improved transport, social and green infrastructure. New development will create a distinct, attractive place which capitalises on the industrial history and prominent landscape features on the site.

11.321 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.

11.322 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

11.323 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.

11.324 Some areas of the site have particularly high sensitivity and will require additional work to be undertaken in advance of any planning application to ensure that any impacts can be suitably addressed. The land to the west of Warburton Lane was previously designated as safeguarded land in the Trafford Core Strategy and is a particularly sensitive parcel. The

New Carrington Historic Environment Assessment 2020 identified that the area has potentially significant heritage value and it is therefore necessary to take a cautious approach to the development potential of this area in advance of the necessary investigative works being undertaken. The site is also located on the periphery of the Carrington allocation and any future planning application will therefore need to demonstrate how the site can be integrated with Partington to the north and the wider New Carrington development area. Such measures will need to include pedestrian / cycle crossings over the Red Brook linking to Oak Road, providing well lit, safe access to Partington. The high level phasing of the New Carrington site has taken a cautious approach and development of this parcel is not expected to come forward within the Places for Everyone plan period, recognising the significant issues which development in this area will need to overcome.

11.325 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 55 dph) will be appropriate in and close to the local or neighbourhood centres. Development should be innovatively designed across the site to deliver the specified density whilst acknowledging the local landscape character and site characteristics.

11.326 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

11.327 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.

11.328 The site is close to deprived communities in Partington, Carrington and Sale West and it will also be accessible by bus and tram to other deprived areas in Trafford. Therefore targets for the training and employment of local people could, therefore, be agreed between the developers, the local colleges and the Local Authority to ensure local people, particularly from these more deprived communities, benefit from training and new jobs as a result of the development.

Delivery and phasing

11.329 Development of the New Carrington site will need to be phased alongside the necessary infrastructure to ensure a successful, sustainable development. A high level, indicative phasing plan has been developed which recognises the distinctive character areas and demonstrates the deliverability of the site. A more detailed development and infrastructure phasing plan will be required as part of the Masterplan / SPD. It is expected that multiple residential sites will be delivered alongside each other throughout the plan period in order to maximise the delivery rate and cater for the distinct market areas.

11.330 All development will be expected to make a proportionate contribution to necessary infrastructure, including transport, social and green infrastructure. Further details on supporting infrastructure requirements will be set out in the Masterplan / SPD together with information on trigger points for when infrastructure including road improvements, new schools and link roads will be required linked to the development trajectory.

Transport, integration and accessibility

11.331 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.

11.332 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.

11.333 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.

11.334 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.

11.335 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

11.336 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.

11.337 The site will be an attractive location for families and this will generate an additional demand for school places. The development will need to provide new facilities for primary and secondary education. Development will also be required to provide new and improved health facilities to support the new community.

Green Belt

11.338 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

11.339 The New Carrington site has been identified as a Green Infrastructure Opportunity Area and has the potential to deliver significant improvements to the green infrastructure network. The development will enhance existing green infrastructure characteristics across the site and other open spaces. Enhancements to the mature tree belt along the existing Sale West boundary (which forms part of Dainewell Wood) will contribute to the green setting of the Sale West extension as well as improved access and green infrastructure enhancement to the 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

11.340 The development will need to have regard to existing ecological features and should seek to enhance these as part of the development. This includes the habitats and green corridors along Sinderland Brook and Red Brook.

11.341 Parts of the allocation also support organic soils (peat) which, when taken together with a low-lying topography and existing nature conservation interest, makes the area 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.

11.342 A project specific Habitats Regulation Assessment will be required for all development proposals of over 50 units / 1,000 sqm floorspace, as the site has the potential to result in increased traffic on the M62 motorway by 2040. Whilst it is recognised that New Carrington does not have direct connectivity to the M62 a precautionary approach has been taken considering the scale of this allocation. The M62 passes close to designated European sites known to be susceptible to traffic pollution, particularly nitrate deposition.

Landscape

11.343 Much of the Carrington / Partington area is currently undeveloped and open, development proposals will therefore be required to consider the landscape setting of the site and 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

11.344 The New Carrington development will need to set a new high quality design standard for this area and development should draw upon the guidance in the Council's adopted Design Guide. Specific parameters for the development of the site will be set out in the Masterplan / SPD.

11.345 The development will reduce the isolation of existing communities at Carrington, Partington and Sale West, and to fully achieve this, it will be essential for development to be carefully integrated with the existing communities. Issues such as design and linkages through the site should be carefully considered.

Historic Environment

11.346 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.

11.347 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.

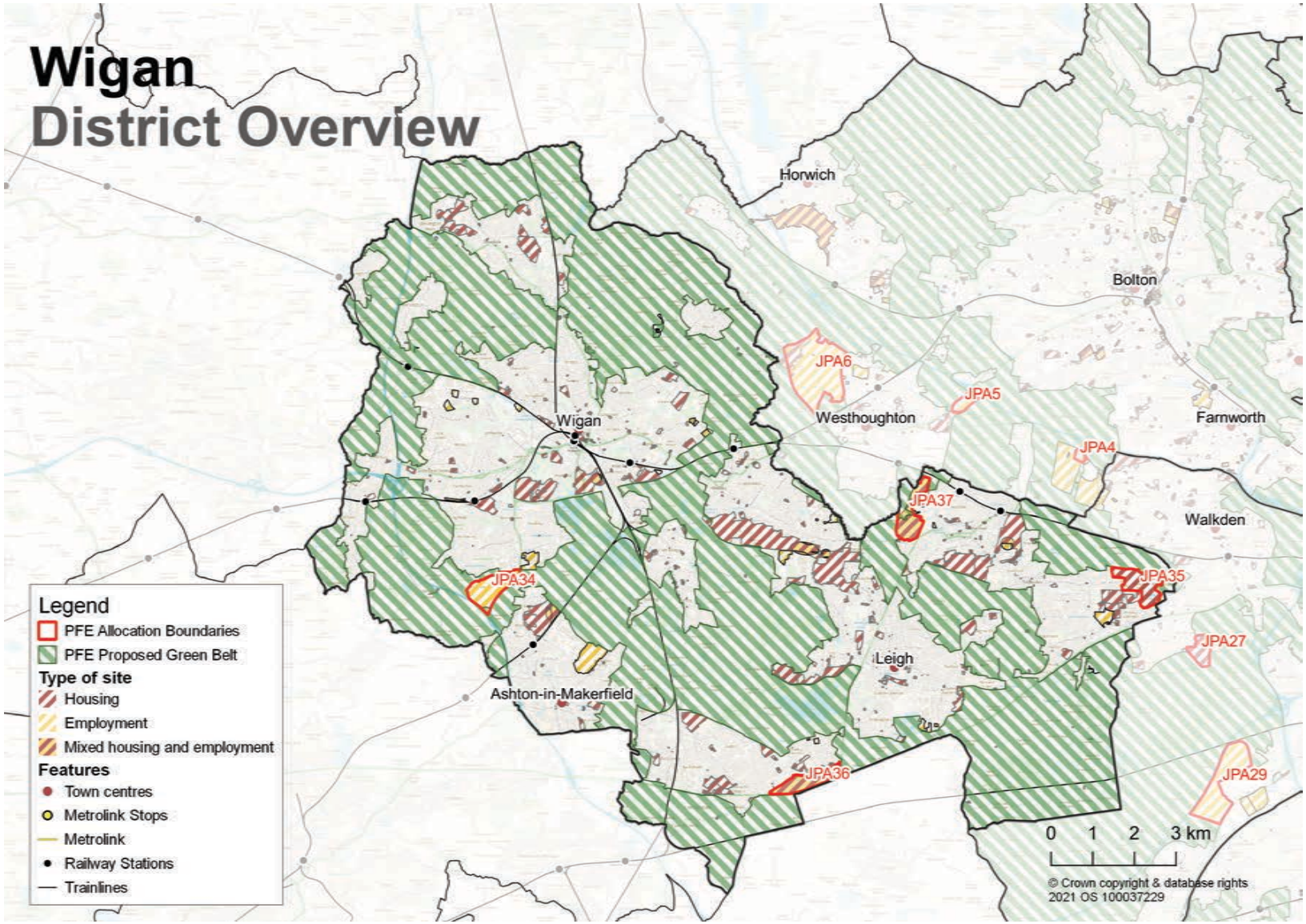
Utilities, Environmental Protection and Climate Change

11.348 A high quality, coordinated drainage strategy will be required for New Carrington which is integrated with the green and blue environment and which is a key component of the new high quality design standard for the area. Landowners / developers will be expected to work together in the interest of sustainable drainage and if pumping stations are identified as necessary, the strategy will demonstrate how the number of pumping stations is minimised so to avoid a proliferation of pumping stations between phases. Where necessary, the strategy must be updated and agreed with the local planning authority to reflect any changing circumstances between each phase of development.

11.349 Opportunities will also be explored to maximise the potential of the Sinderland Brook in terms of urban flood 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'.

11.350 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).

11.351 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.

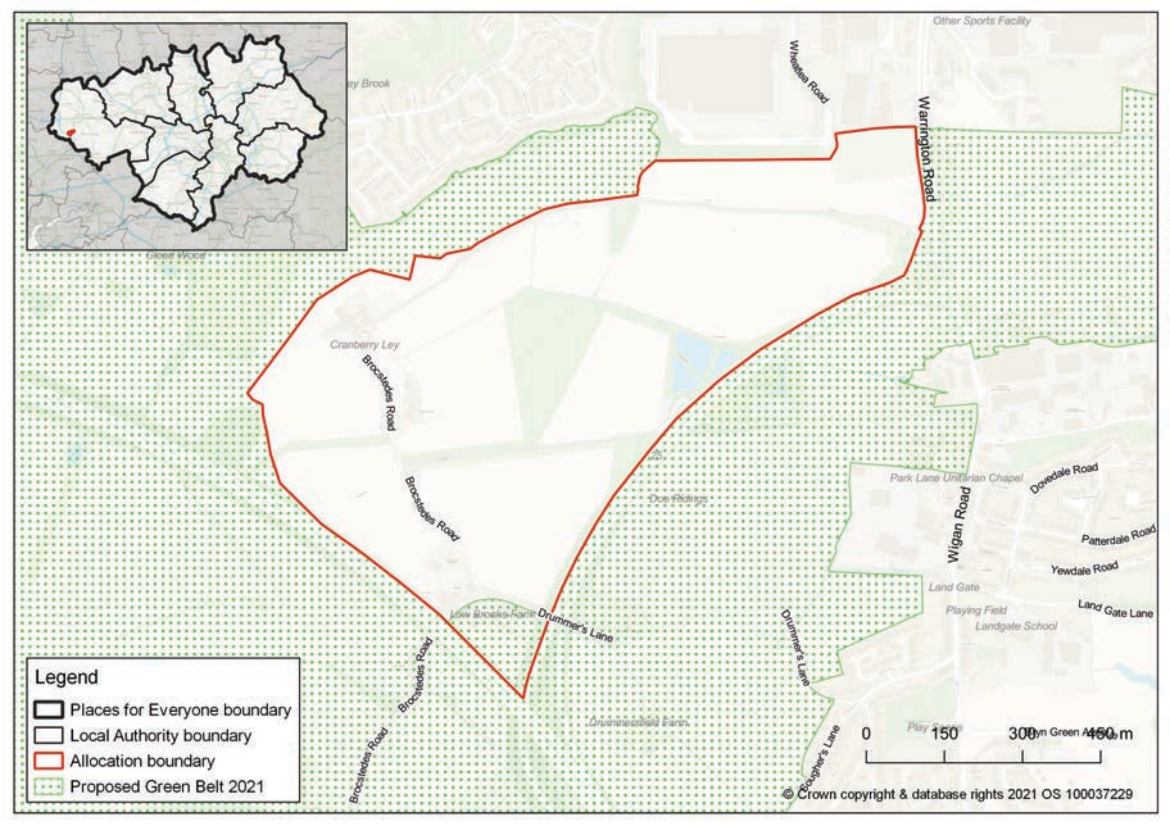


Picture 11.49 Wigan District Overview

M6 Junction 25

Policy JP Allocation 34

M6 Junction 25



Picture 11.50 JPA 34 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 M6 Junction 25 and the ability for more direct access from the motorway once provided, subject to agreement by Highways England.

11.352 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.

11.353 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.

11.354 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.

11.355 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.

11.356 Land to the south of the Winstanley residential area has been retained within the Green Belt and will provide a robust green infrastructure corridor. In addition to safeguarding residential amenity, this green corridor will open up the site for wider public access, including suitable diversions to public rights of way as necessary, with good links to the footbridge over the

M6 motorway. It will also provide enhanced walking and cycling opportunities for local residents to the Wigan Flashes to the east, which are a major environmental and recreation resource in the borough. A safe crossing of the A49 Warrington road will need to be provided.

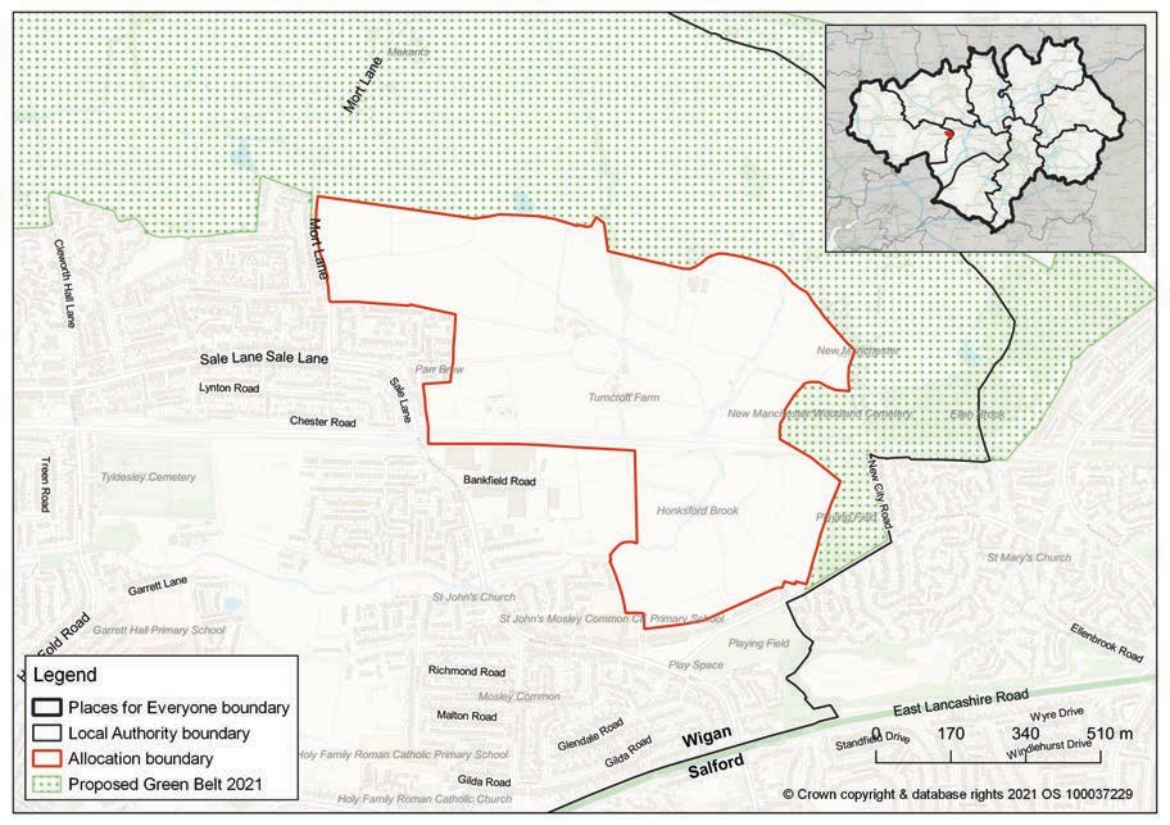
11.357 It is important that provision is made for this employment site to be safely and conveniently accessed from nearby residential areas by walking, cycling and bus services, to enable local people to take advantage of the job opportunities that it will provide and to reduce car dependency in the area.

11.358 In order to make the site attractive to potential occupiers and to minimise any adverse visual impacts, high quality landscaping is required within the site and along sensitive site boundaries, including the A49 road frontage and the remaining Green Belt to the north. The development must also provide easements for the significant utilities infrastructure that runs through the site.

North of Mosley Common

Policy JP Allocation 35

North of Mosley Common



Picture 11.51 JPA 35 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 Leigh-Salford-Manchester (LSM) Guided Busway as applicable;

3. Provide an additional stop on the 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, Bridgewater Road and Silk Mill Street, with at least two choices of connection into and out of the site for residents to the north of the guided busway and for residents to the south of the guided busway, with exceptions only where a small extension of an existing cul-de-sac is appropriate;

5. Deliver necessary highway capacity improvements to mitigate the impact of the full development, including at the junction of the A577 Mosley Common Road and the A580 East Lancashire Road, B5232 Bridgewater Road and B5232 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 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.

11.359 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.

11.360 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.

11.361 This site significantly benefits from the LSM Guided Busway which crosses the site providing direct and sustainable rapid public transport access to employment, leisure and retail services within Manchester City Centre and other places along its route. The busway opened in April 2016 and has strong patronage, with extra services added in 2017 to meet demand. There is an opportunity to create a new stop within the site to serve the development and increase the frequency of the service. Higher residential densities are appropriate and could be achieved close to any new stops and also the existing stop on Sale Lane to the west of the site. Provision will need to be made for pedestrian/cycle links from the development to busway stops.

11.362 The site is also well connected to the highway network with direct access to the A577 to the west and a short distance to the A580 to the south, which is the main non-motorway route between Manchester and Liverpool. However, the A577/A580 junction is regularly congested at peak times, therefore the development will be required to contribute significantly towards the delivery of highway capacity improvements at this junction and other junctions as applicable. Good quality road access will need to be provided into the site from the local highway network.

11.363 Walkden railway station is located within 2km of the northeast of the site and a number of bus routes, in addition to the guided services, connect the site to the wider area. Both Walkden Town Centre in Salford and Tyldesley local centre are within 2km of the site and provide a range of retail and community facilities, with additional facilities available locally in Mosley Common and Ellenbrook. Safe and convenient routes for pedestrians and cyclists will need to be provided from the development to enable residents to access these services and facilities. They will benefit the development and complement associated community facilities provided 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.

11.364 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.

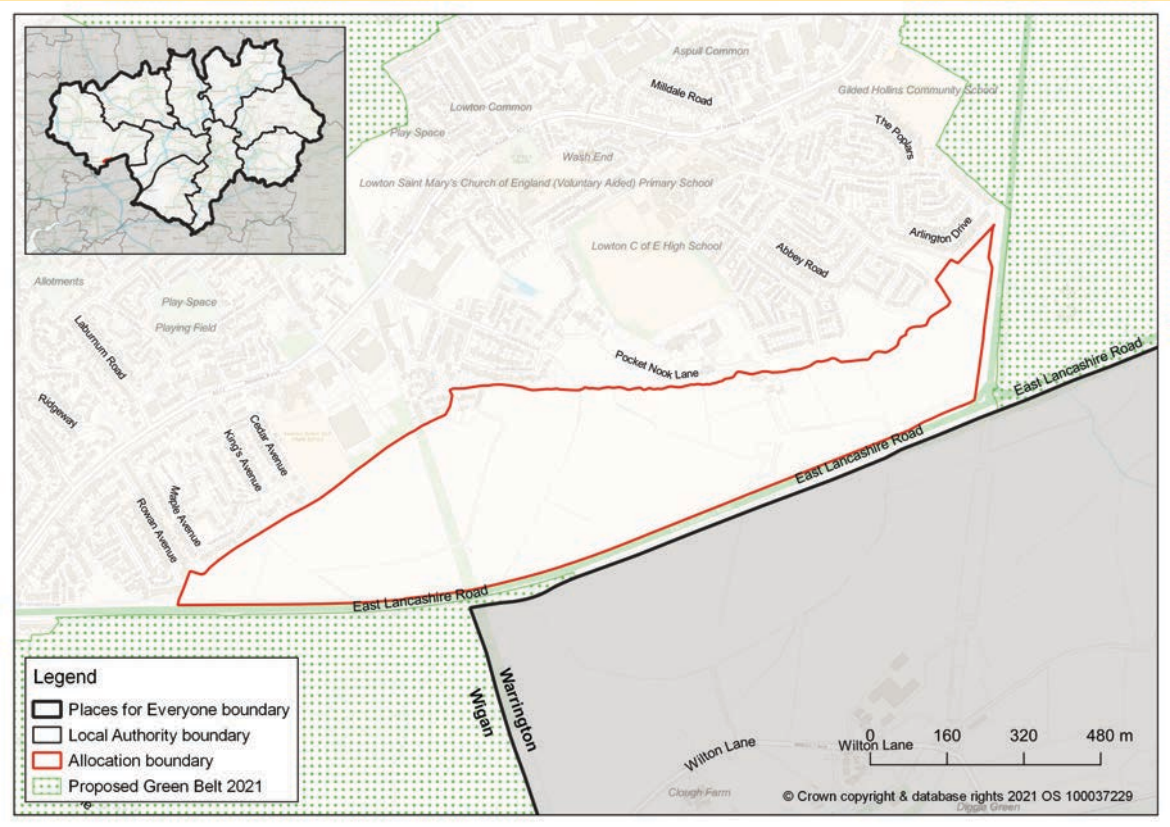
11.365 Honksford Brook, which is classed as a main river, crosses the site and should be regarded as a priority green infrastructure asset. As such the habitat corridor should be protected and enhanced. Given its size, the site has potential to create significant volumes of runoff if infiltration is 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.

11.366 In order to ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by relevant site investigations, an archaeological assessment, the presence of priority habitats and other constraints and opportunities provided by the site. 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 JP Allocation 36

Pocket Nook



Picture 11.52 JPA 36 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. Proposals should be informed by the findings and recommendations of the Historic Environment Assessment (2020) in the Plan's evidence base and any updated assessment(s) submitted as part of the planning application process.

11.367 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.

11.368 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.

11.369 There is potential to enhance sustainable travel opportunities by foot, cycle and public transport in the Lowton and Golborne area for employment and other services in Leigh and the city centre, consequently reducing car dependency in this area; and, with possible connections to LSM Guided Busway services. It is also important that safe and convenient pedestrian access is provided to green spaces within and adjacent to the site.

11.370 The proposed alignment of HS2 runs parallel to the route of a dismantled railway which runs north-south through the west of the site. HS2 will result in the demolition of existing business units to the north of the site on Enterprise Way which will need to be relocated. A buffer zone of 60 metres either side of the route needs to be kept free from development to enable access and for servicing.

11.371 The site will be principally served from a new junction on the A579 Atherleigh Way, close to its junction with the A580. The development will deliver a new road from Atherleigh Way to the east through the site to Newton Road in the west, and 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.

11.372 A small parcel of residential development on the western edge of the site is accessible from Rowan Avenue.

11.373 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.

11.374 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.

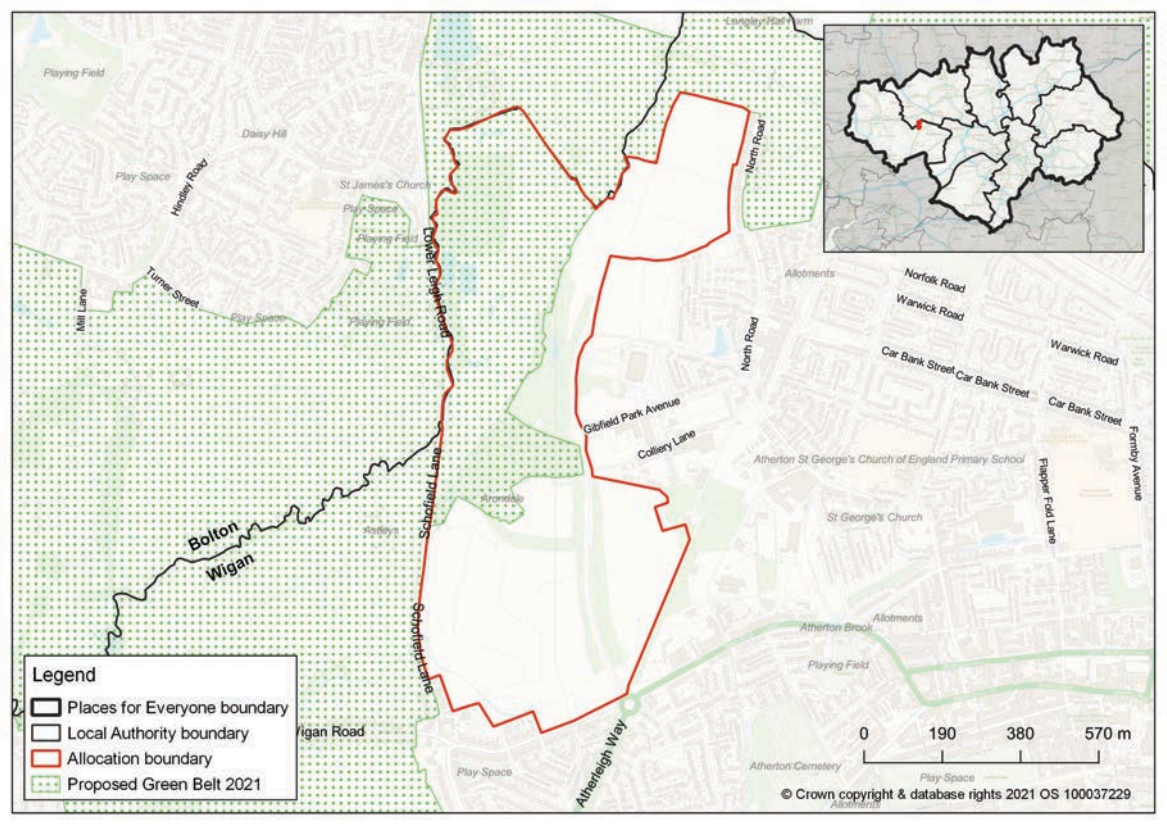
11.375 Fair House Farmhouse on Pocket Nook Lane is a Grade II Listed Building. The building is important in many respects, not least as an example of timber-framing in an area where little remains. In order that its heritage setting is retained or enhanced consideration needs to be given at a detailed stage to the treatment of the northern portion of the site to ensure that any development harmonises with the wider setting of the Listed Building and it does not harm its heritage value and significance.

11.376 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 JP Allocation 37

West of Gibfield



Picture 11.53 JPA 37 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 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.

11.377 The West of Gibfield area provides an opportunity for a substantial housing and employment development to the west of Atherton. The employment development will extend the existing Gibfield Park Industrial Area and is considered suitable for E(g), B2 and/or B8 employment floorspace. The development will include new green infrastructure serving Atherton and Daisy Hill, Westhoughton.

11.378 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.

11.379 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.

11.380 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.

11.381 The green infrastructure requirement will need to be delivered in advance and alongside the housing development and should provide effectively for a country park with wildlife habitats and recreational space. Appropriate provision should be made to 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.

11.382 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.

11.383 To ensure that a co-ordinated approach is taken to the delivery of this site, a masterplan will need to be prepared and agreed by the Council. The design and layout will need to be informed by site investigations, an archaeological assessment and other constraints and opportunities provided by the site. The development will be also required to provide easements for the significant utilities infrastructure that runs through the site.

Delivering the Plan



12.1 The Greater Manchester Strategy (GMS) sets out a clear vision for Greater Manchester. This Plan has a vital role in delivering this vision but many of the necessary actions lie outside its scope and will be taken forward through other strategies, plans and programmes. Delivering these ambitions is a challenge but our history demonstrates that we are able to rise to this challenge. The level of growth proposed will require substantial amounts of investment from both the public and the private sector. It is therefore important that this Plan is supported by sources of funding and delivery mechanisms that are both timely and appropriate.

12.2 There are a number of adopted or emerging strategies and plans which relate to different infrastructure provision or influence the policy direction within this Plan, for instance the Infrastructure Strategy, Housing Strategy, Greater Manchester Transport Strategy 2040 refresh, Estates Strategy, Health and Social Care Strategic Plan, 5 year Environment Plan and the Natural Capital Investment Plan. Please see each of these strategies for their own methods of delivery.

Implementation

12.3 In implementing the policies and proposals within this Plan, Local Authorities, the Mayor and GMCA will all have important roles, and should make best of all appropriate delivery mechanisms available, including:

- Working in partnership with other delivery agencies and organisations such as Homes England, the Environment Agency, Sport England, 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 way with infrastructure providers, national government, regulators and others involved in infrastructure planning and funding, to ensure the effective development and implementation of the infrastructure needed to support the delivery of the vision and objectives set out in this Framework.

Policy JP-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 this Plan;
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 contribute to and/or facilitate necessary improvements.

8. Work with infrastructure providers to minimise disruption to highways and businesses during major infrastructure upgrades and pipe subway construction; and
9. Promote the provision and use of shared routing, trenching and programming particularly in areas where there is extreme pipe and cable congestion under the streets to reduce disruption.

12.5 We have strong links with the various infrastructure providers that service the conurbation, including United Utilities, Environment Agency, Electricity North West, Cadent (gas) digital/telecommunication providers. The continuation of this co-operative working relationship is key to ensuring delivery of this policy. Developers, landowners and building occupants also have a role to play in demand management, early engagement with utility providers and co-operative working to avoid disruption.

Infrastructure Strategy

12.6 The quality, distribution and resilience of infrastructure will be an important factor in determining whether the GMS and consequently this Plan, is successfully implemented and delivered. Infrastructure is essential to support the delivery of the vision and objectives of this Plan.

12.7 The capacity of the utility network to accommodate increased demand is considered generally robust. However, population, economic growth and changes in technology will increase demand, both for new and for existing infrastructure. Combined with a backlog of capital investment, historically low levels of investment compared to other countries and continually growing and changing expectations for infrastructure requirements over the next thirty years will be substantial. This is why we are working with the Government through the Local Industrial Strategy to ensure that the right powers and funding are in place to ensure the timely delivery of the right infrastructure in the right place at the right time.

12.8 An Infrastructure Framework for Greater Manchester[(142)] 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

142 greater-manchester-infrastructure-framework-2040.pdf (greatermanchester-ca.gov.uk)

- How these trends will affect each infrastructure network
- The eleven challenges that will have to be overcome through a series responses

12.9 The Greater Manchester Strategic Infrastructure Board will consider and respond to the issues and challenges raised by the Infrastructure Framework. It includes representatives from United Utilities, Electricity North West, Cadent, Environment Agency, Transport for Greater Manchester as well as GMCA officers and Chief Resilience Officer.

Delivering New Infrastructure

12.10 To achieve our ambitions, investment in transport infrastructure is required, as is the need to invest in enabling infrastructure, such as social infrastructure, green infrastructure, water, 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.[(143)] 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 the Plan area, in particular to support education and health provision. Central government provides the majority of the capital funding through the basic need grant and Department for Education (DfE) free school programme to create school places and to carry out capital maintenance and repair work to existing school buildings, supplemented by capital contributions from individual local authorities. Since 2013, Public Health has been the responsibility of local authorities, which allows for a more joined-up approach to the delivery of public health policies and facilities. In April 2016, Greater Manchester became the first region in the country to take control of its combined health and social care budgets. As part of this, a key aim is to better integrate health and social care services including wider community health services. Local Authorities work with Clinical Commissioning Groups 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.

143 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 the Plan area may require significant capital investment in water and energy infrastructure, so investment ahead of demand will be required to ensure the utilities are available when sites are developed. In collaboration with the GMCA we are working with providers to ensure the investment is secured to support development at the right time.

12.15 New digital connectivity infrastructure is typically paid for upfront through finance or private equity investment backed by user charges and connections charges to developers. In general, decisions on where to invest in infrastructure are determined on a demand-led basis. The fast changing nature of digital technology and increasing dependence on faster broadband means that investment ahead of demand should be supported. In collaboration with the GMCA we are working with providers to ensure the investment is secured to support development at the right time.

Funding

12.16 There is a significant gap between the public-sector funding required to deliver and support our growth, and the amount currently committed to fund it. In some areas of the city region, major development projects are not being progressed because of the uncertainty around funding. Developments will need to deliver, or help to enable the delivery of, infrastructure required to support sustainable communities, through planning conditions, and developer contributions secured in a variety of ways. These methods include: Section 106 planning obligations, the Community Infrastructure Levy, 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 require developer contributions for infrastructure to mitigate a specific development, CIL is intended to address the cumulative impact of developments across an area. Variations in charging rates are permitted between areas within the planning authority, as well as by different types of development, which must be set out in a published charging schedule. Local authorities are able to determine their CIL charges according to local considerations, although these are subject to two rounds of public consultation and review by an Independent Examiner. Across the Plan area, only one Local Authority has progressed work sufficiently to implement a CIL charging schedule, adopted in Trafford in July 2014.

12.19 In 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. However, these proposals are still subject to potential change following the public consultation in 2020. It is also noted that primary legislation may be required to bring forward the proposals.

12.20 Across the Plan area we have a range of locally based priorities to be fulfilled through developer contributions. Some boroughs have supplementary planning documents setting out these priorities and the likely scale of contributions that different types of development are likely to require.

Policy JP-D 2

Developer Contributions

We will require developers to provide, or contribute towards, the provision of mitigation measures to make the development acceptable in planning terms. These will be secured through the most appropriate mechanism, including, but not limited to, planning conditions, legal contracts, or CIL (or any subsequently adopted planning gain regime).

Applicants should take account of policies in development plans and other relevant documents when developing proposals and acquiring land. It is expected that viability assessments should only be undertaken where there are clear circumstances creating barriers to delivery. If an applicant 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

12.21 Monitoring is a key component of any development plan document and therefore is key to the success of this Plan. To be effective plans need to be kept up-to-date and monitored. We need to regularly monitor performance to assess whether we are achieving our strategic objectives and whether our policies remain relevant, or whether they need to be updated.

12.22 This plan is based on a number of projections, forecasts and research available at this point in time. While these provide a sound basis for the plan's overall strategy and policies, it is important to understand that circumstances can change and that the plan is flexible to this change. It is therefore important to establish indicators that can be robustly monitored, to gain an understanding of any significant changes that could give rise to reconsideration of the content of the strategy or policies and to update the associated evidence base where required.

12.23 The table below sets out the proposed monitoring framework for this Plan. It focuses on the key priorities of the plan.

KPI / Target Baseline at 2020 unless otherwise stated	Policy Outcome/Indicators	Places for Everyone Strategic Objective
Strategy		
Significant growth in employment and housing in the Core Growth Area	Total employment and housing growth	1, 2, 3, 4, 5, 6, 9
Significant increase in growth employment and housing in north of conurbation	Total employment and housing growth	1, 2, 3, 4, 5, 9
Sustain the competitiveness of the employment and housing offer in our part of the south of conurbation	Total employment and housing growth	1, 2, 3, 4, 5, 9
Improve productivity	% increase in GVA per job	3, 5, 10
Increased number of jobs	Proportion of our residents in employment	3, 5, 10
Secure main town centres as local economic drivers	% increase in residential development in main town centres % vacancy rate in main town centres	1, 2, 3, 5, 6, 7, 9
Sustainable & Resilient		
Reduce carbon emissions from new development	% of new development meeting the net zero carbon standard	2, 5, 7, 8, 10
Prioritise brownfield land for development	% of development on brownfield land	2, 3, 5, 7, 8, 9
No increase in number of homes and commercial premises at risk of flooding	% of homes at risk of flooding % of commercial premises at risk of flooding	2, 8
Improve air quality	Number of EV charging points	2, 5, 7, 8, 10

KPI / Target Baseline at 2020 unless otherwise stated	Policy Outcome/Indicators	Places for Everyone Strategic Objective
	% of development within 800m of transport hubs Number of controlled parking zones around schools and early years' settings	
Jobs		
Improve access to jobs	Number of local labour agreements	4, 5
Increase overall employment land	Deliver 3.3 mill sqm by 2037	3, 5
Homes		
Deliver net increase of new homes	Deliver approx. 8,700 annually by 2025 Deliver approx. 10,300 annually by 2030 Deliver approx. 11,200 annually by 2037	1, 2, 3, 5, 7, 10
Increase no of additional affordable homes	Deliver our share of 50,000 additional affordable homes by 2037 Number of additional affordable homes Number of people removed from the waiting list	1, 2, 5, 10
Increase the number of homes meeting NDSS	% new homes meeting NDSS	1, 2, 5, 10
Increase the number of new homes meeting A&A standard	% new homes meeting A&A standard	1, 2, 5, 10

KPI / Target Baseline at 2020 unless otherwise stated	Policy Outcome/Indicators	Places for Everyone Strategic Objective
Greener		
Enhance the green infrastructure network	Number of developments delivering a 10% gain in biodiversity	2, 5, 7, 8, 9, 10
Increase tree planting	Number of trees planted annually	2, 5, 7, 8, 9, 10
Increase access to green infrastructure	Number of hectares of new green infrastructure	2, 5, 7, 8, 9, 10
People		
High design quality	Increase % of new buildings consistent with National Design Guide	2
Conserve, sustain and enhance our historic environment and heritage assets	Increase % of buildings on the “at risk register” with a strategy for their repair and re-use	2, 4
Improve the cultural offer	Number of new cultural facilities	2, 4
Provision of additional school places to support new development	Increased numbers of school places	2, 9
Increase the % of working age population with Higher Level (4+) qualification(s) and reduce the % of working age population with sub Level 2 qualification(s)	Workforce is ready to benefit from new employment opportunities	3, 5
Connected		
Increased proportion of daily trips by modes other than the car	% of daily trips made by public transport, walking and cycling % of development within 800m of transport hubs	2, 5, 6, 7, 10

KPI / Target Baseline at 2020 unless otherwise stated	Policy Outcome/Indicators	Places for Everyone Strategic Objective
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 Places for Everyone Monitoring Framework

Appendices



Appendix A

Replaced District Local Plan Policies

Replaced District Local Plan Policies

A.1 Regulation 8(5) of the Town and Country Planning (Local Planning) (England) Regulations 2012 explains that 'where a Local Plan contains a policy that is intended to supersede another policy in the adopted development plan, it must state that fact and identify the superseded policy.'

A.2 Upon adoption of this Plan a number of policies in district local plans will be partially replaced by policies in this Plan (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 PFE policy/policies
H1 Healthy Bolton	JP-P6
A1 Achieving Bolton	JP-P5
P1 Employment land	JP-J2, JP-J3 and JP-J4
P3.1 Waste hierarchy	JP-S7
P5.1 Accessibility by different types of transport	JP-C1
P5.2 Accessibility by public transport	JP-C3
P5.3 Freight movement	JP-C6
P5.4 Servicing arrangements	JP-C7
P5.6 Transport needs of people with disabilities	JP-C4
P5.7 Transport assessments and travel plans	JP-C7
S1 Safe Bolton	JP-C7 and JP-P1
CG1.1 Green infrastructure in rural areas	JP-G1, JP-G2, JP-G3, JP-G4, JP-G5 and JP-G7
CG1.2 Urban Biodiversity	JP-G2
CG1.3 Open space	JP-G6
CG1.5 Flooding	JP-S5
CGH1.6 Energy requirements	JP-S2
CG1.7 Renewable energy	JP-S2
CG2 except CG2.2(c) Sustainable development	JP-S2
CG3 Built environment	JP-S4, JP-G1, JP-P1 and 2
SC1.1 Housing requirement	JP-H1
SC1.5 Housing Density	JP-H4

Table A.1

Bury Council

Policy	Replaced by PFE policy/policies
EC1 Employment Land Provision	JP-J1
EC2 Existing Industrial Areas and Premises	JP-J2 and JP-J4
EC3 Improvement of Older Industrial Areas and Premises	JP-J2
EC3/1 Measures to Improve Industrial Areas	JP-J2
EC5 Offices	JP-J3
H1 Housing Land Provision	JP-H1
H2 Housing Environment and Design	JP-H3
H4 Housing Need	JP-H3
EN1 Environment	JP-P1
EN1/1 Visual Amenity	JP-P1
EN1/3 Landscaping Provision	JP-P1
EN1/11 Public Utility Infrastructure	JP-P1
EN2 Conservation and Listed Buildings	JP-P2
EN4 Energy Conservation	JP-S2 and JP-S3
EN4/1 Renewable Energy	JP-S2 and JP-S3
EN4/2 Energy Efficiency	JP-S2 and JP-S3
EN5 Flood Protection and Defence	JP-S5
EN5/1 New Development and Flood Risk	JP-S5
EN6 Conservation of the Natural Environment	JP-G9
EN6/5 Sites of Geological Interest	JP-G9
EN7 Pollution Control	JP-P1
EN7/1 Atmospheric Pollution	JP-S6
EN8 Woodland and Trees	JP-G7
EN9 Landscape	JP-G1
EN9/1 Special Landscape Area	JP-G1
OL1 Green Belt	JP-G10
OL1/1 Designation of Green Belt	JP-G10
OL3 Urban Open Space	JP-G6
OL3/1 Protection of Urban Open Space	JP-G6

OL5 River Valleys	JP-G3
RT2 New Provision for Recreation in the Urban Area	JP-P7
RT2/3 Education Recreation Facilities	JP-P7
RT2/4 Dual-Use of Education Facilities	JP-P7
RT3 Recreation In The Countryside	JP-G3, JP-G2 and JP-G5
HT1 A Balanced Transportation Strategy	JP-C1, JP-P1 and JP-C4
HT2/6 – Replacement Car Parking	JP-C7
HT2/10 – Development Affecting Trunk Roads	JP-C7
HT3 Public Transport	JP-C1 and JP-C3
HT4 New Development	JP-C7
HT6 Pedestrians and Cyclists	JP-C1, JP-C4 and JP-C5
HT6/2 – Pedestrian/Vehicular Conflict	JP-C4 and JP-C5
HT7 Freight	JP-C6
CF1 Proposals for New and Improved Community Facilities	JP-P1 and JP-P3
CF2 Education Land and Buildings	JP-P5
CF4 Healthcare Facilities	JP-P6
CF5 Childcare Facilities	JP-P5
MW1 Protection Of Mineral Resources	JP-S7
MW2 Environmental Considerations For Mineral Workings	JP-S7
MW3 Waste Disposal Facilities	JP-S7
MW3/1 Derelict or Degraded Land (Waste)	JP-S7
MW3/2 Waste Recycling and Bulk Reduction	JP-S7

Table A.2

Manchester City Council

Policy	**Replaced by PFE policy/policies**
SP1 Spatial Principles (Partially)	JP-S1

EC1 Employment and Economic Growth in Manchester (Partially)	JP-J3 and JP-J4
H1 Overall Housing Provision (Partially)	JP-H1
H2 Strategic Housing Location (Partially)	JP-S1, JP-S2 and JP-S5
H8 Affordable Housing (Partially)	JP-H2
T1 Sustainable Transport (Partially)	JP-C1
EN3 Heritage (Partially)	JP-P2
EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development (Partially)	JP-S2
EN6 Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies (Partially)	JP-S2
EN8 Adaption to Climate Change (Partially)	JP-S2 and JP-S4
EN14 Flood Risk (Partially)	JP-G9
EN15 Biodiversity and Geological Conservation (Partially)	JP-G9
EN16 Air Quality (Partially)	JP-S6
EN17 Water Quality (Partially)	JP-S5

Table A.3

Oldham Council

Policy	**Replaced by PFE policy/policies**
3 An Address of Choice (Partially)	JP-H1
4 Promoting Sustainable Regeneration and Prosperity (Partially)	JP-J3 and JP-J4
5 Promoting Accessibility and Sustainable Transport Modes (Partially)	JP-C3, JP-C4, JP-C5 and JP-C7
18 Energy (Partially)	JP-S2
19 Flooding (Partially)	JP-S5
20 Design	JP-P1
22 Protecting Open Land (Partially)	JPA12, JPA14, JPA15, JPA16 and JP-G10

25 Developer Contributions	JP-D2
UDP Policy B1.1.24 Royton Moss, Moss Lane, Royton	JPA14
UDP Policy H1.2.17 Housing Land Release Phase II	JPA17
UDP Policy OE1.8 Major Developed Site in the Green Belt	JPA15

Table A.4

Rochdale Council

Policy	Replaced by PFE policy/policies
E2 Increasing jobs and prosperity (Partially)	JP-J3 and JP-J4
E4 Managing the release of land to meet future employment needs	JP-J1, JP-J2, JP-J3 and JP-J4
C1 Delivering the right amount of housing in the right places (Partially)	JP-H1
G1 Tackling and adapting to climate change	JP-S1, JP-S2 and JP-S3
G2 Energy and new development	JP-S1, JP-S2 and JP-S3
G3 Renewable and low carbon energy developments (Partially)	JP-S1, JP-S2 and JP-S3
G4 Protecting Green Belt land	JP-G10
G5 Managing protected open land (Partially)	JP-G10

Table A.5

Salford Council

Policy	Replaced by PFE policy/policies
ST1 Sustainable Urban Neighbourhoods	JP-S1
ST3 Employment Supply	JP-J1, JP-J3 and JP-J4
ST5 Transport Networks	JP-C1, JP-C3, JP-C4, JP-C5, JP-C6 and JP-C7
ST12 Development Density	JP-H4

ST13 Natural Environment Assets	JP-G1, JP-G2, JP-G3, JP-G4, JP-G6, JP-G7, JP-G8, JP-G9 and JP-G10
ST14 Global Environment	JP-S2
ST15 Historic Environment	JP-P2
EN1 Development Affecting the Green Belt	JP-G10

Table A.6

Tameside Council

Policy	Replaced by PFE policy/policies
H1 Housing Land Provision (Partially)	JP-H1
H7 Mixed Use and Density (Partially)	JP-H4
OL1 Protection of the Green Belt	JP-G10
OL2 Existing Buildings in the Green Belt	JP-G10
OL3 Major Developed Sites in the Green Belt	JP-G10
T7 Cycling (Partially)	JP-C5 and JP-C7
T8 Walking (Partially)	JP-C5 and JP-C7
MW14 Air Quality (Partially)	JP-S6
U4 Flood Prevention (Partially)	JP-S5

Table A.7

Trafford Council

Policy	Replaced by PFE policy/policies
SL1 Pomona Island (Partially)	JP-S5
SL2 Trafford Wharfside (Partially)	JP-S1 and JP-S3
SL5 Carrington (Partially)	JP-S9, JP-S11 and JPA33
L1 Land For New Homes (Partially)	JP-H1 and JP-H4
L2 Meeting Housing Needs (Partially)	JP-H2 and JP-H3
L3 Regeneration and Reducing Inequalities (Partially)	JP-S5 and JP-S11
L4 Sustainable Transport and Accessibility (Partially)	JP-S14, JP-C1, JP-C3, JP-C4, JP-C5, JP-C6 and JP-C7

L5 Climate Change (Partially)	JP-S2, JP-S3, JP-S5 and JP-S6
L6 Waste (Partially)	JP-S7
L7 Design (Partially)	JP-P1
L8 Planning Obligations (Partially)	JP-D1 and JP-D2
W1 Economy (Partially)	JP-S9, JP-J1, JP-J2, JP-J3 and JP-J4
W2 Town Centres and Retail (Partially)	JP-S9, JP-S12 and JP-P4
W3 Minerals (Partially)	JP-S7
R1 Historic Environment (Partially)	JP-P2
R2 Natural Environment (Partially)	JP-S13, JP-G1, JP-G3, JP-G4, JP-G7, JP-G9 and JP-G10
R3 Green Infrastructure (Partially)	JP-S13, JP-G2, JP-G3, JP-G4, JP-G7 and JP-G9
R4 Green Belt, Countryside and Other Protected Open Land (Partially)	JP-S9, JP-S10, JP-S11, JP-G11, JP-G12, JPA3.2 and JPA33
R5 Open Space, Sport and Recreation (Partially)	JP-G6 and JP-P7
R6 Culture and Tourism (Partially)	JP-P3

Table A.8

Wigan Council

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

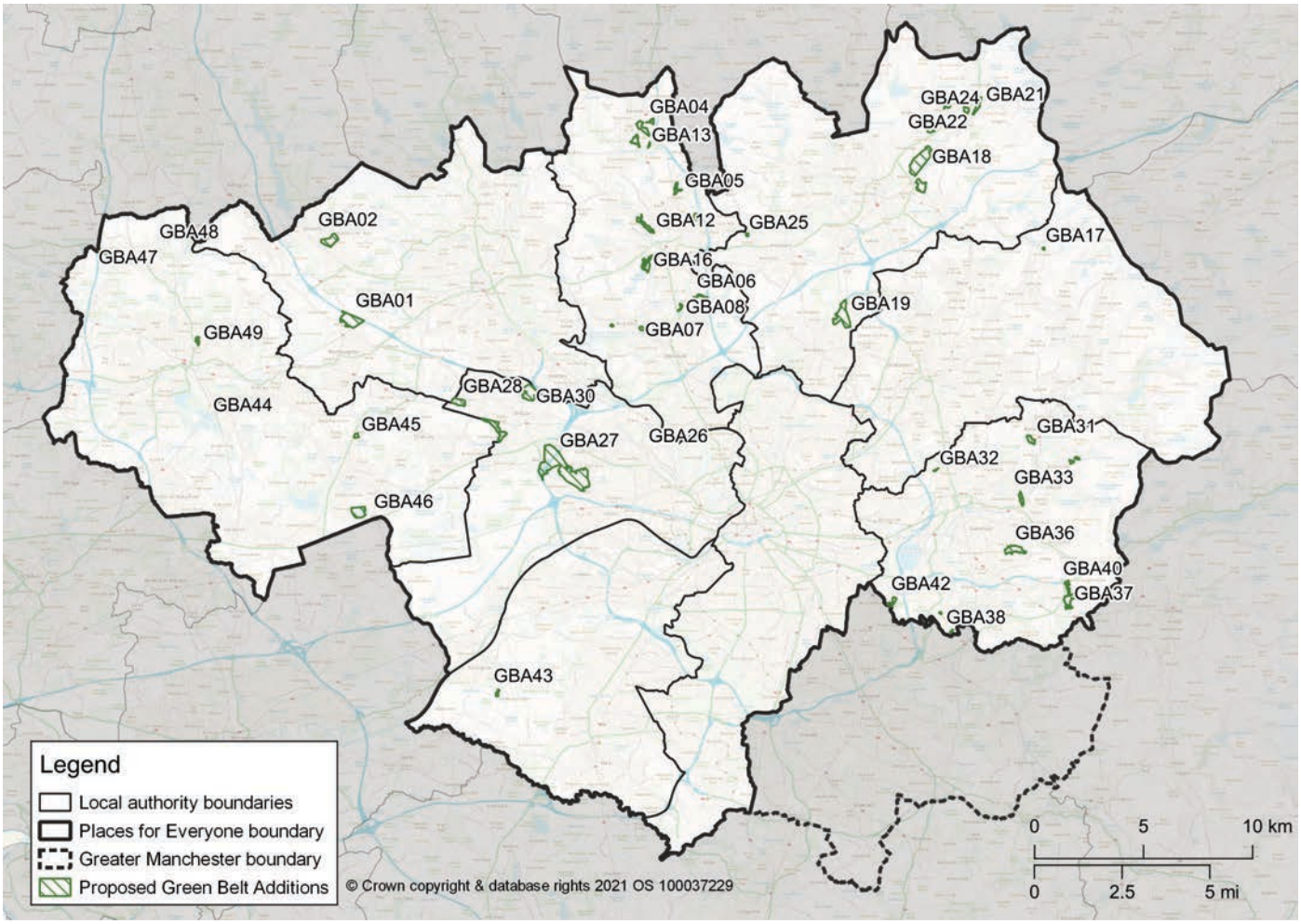
Table A.9

Appendix B

Additions to the Green Belt

All Additions to the Green Belt

B.1 In certain locations land which was not previously in the Green Belt has 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.2 All Additions to the Green Belt 2021

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
Tameside	GBA31	Fox Platt, Mossley	7.9
Tameside	GBA32	Manor Farm Close, Waterloo, Ashton-under-Lyne	0.8
Tameside	GBA33	Ridge Hill Lane, Ridge Hill, Stalybridge	6.8
Tameside	GBA34	Cowbury Green, Long Row, Carrbrook, Stalybridge	1.8
Tameside	GBA35	Woodview, South View, Carrbrook, Stalybridge	2.1
Tameside	GBA36	Yew Tree Lane, Dukinfield	22.3
Tameside	GBA37	Broadbottom Road, Broadbottom	18.9
Tameside	GBA38	Ardenfield, Haughton Green, Denton	0.9
Tameside	GBA39	Cemetery Road, Denton	0.8
Tameside	GBA40	Hyde Road, Mottram	4.9
Tameside	GBA41	Ashworth Lane, Mottram	1.1

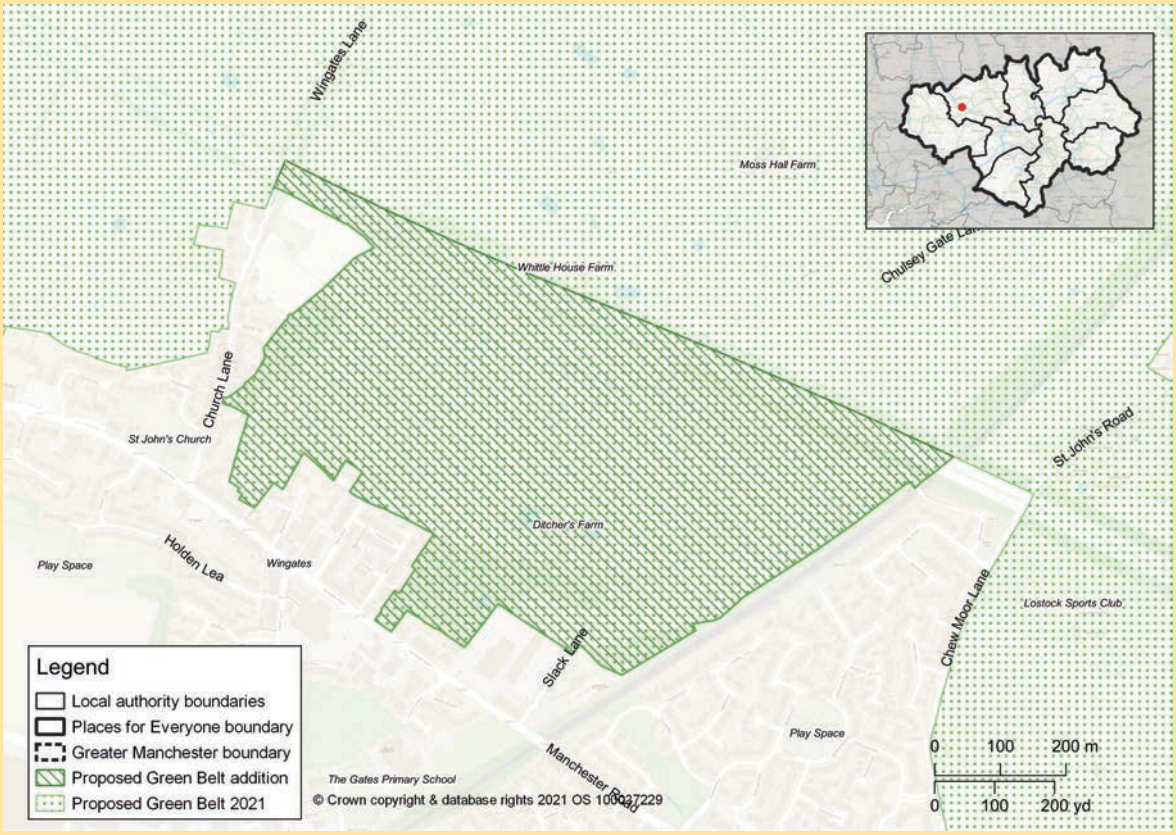
District	Green Belt Addition ID	Site Name	Area Ha
Tameside	GBA42	Horses Field, Danebank, Denton	6.9
Trafford	GBA43	Midlands Farm, Moss Lane	2.7
Wigan	GBA44	Land off Fir Tree Street, Ince	0.8
Wigan	GBA45	Pennington FC Pitches, Howe Bridge, Atherton	3.1
Wigan	GBA46	Hope Carr Nature Reserve, Leigh	26.1
Wigan	GBA47	Crow Orchard Road, Standish	1.8
Wigan	GBA48	North Bradley Lane, Standish	1.2
Wigan	GBA49	Coppull Lane, Wigan	3.7

Table B.1 List of Places for Everyone Green Belt Additions

Additions to the Green Belt in Bolton

Policy Green Belt Addition 1

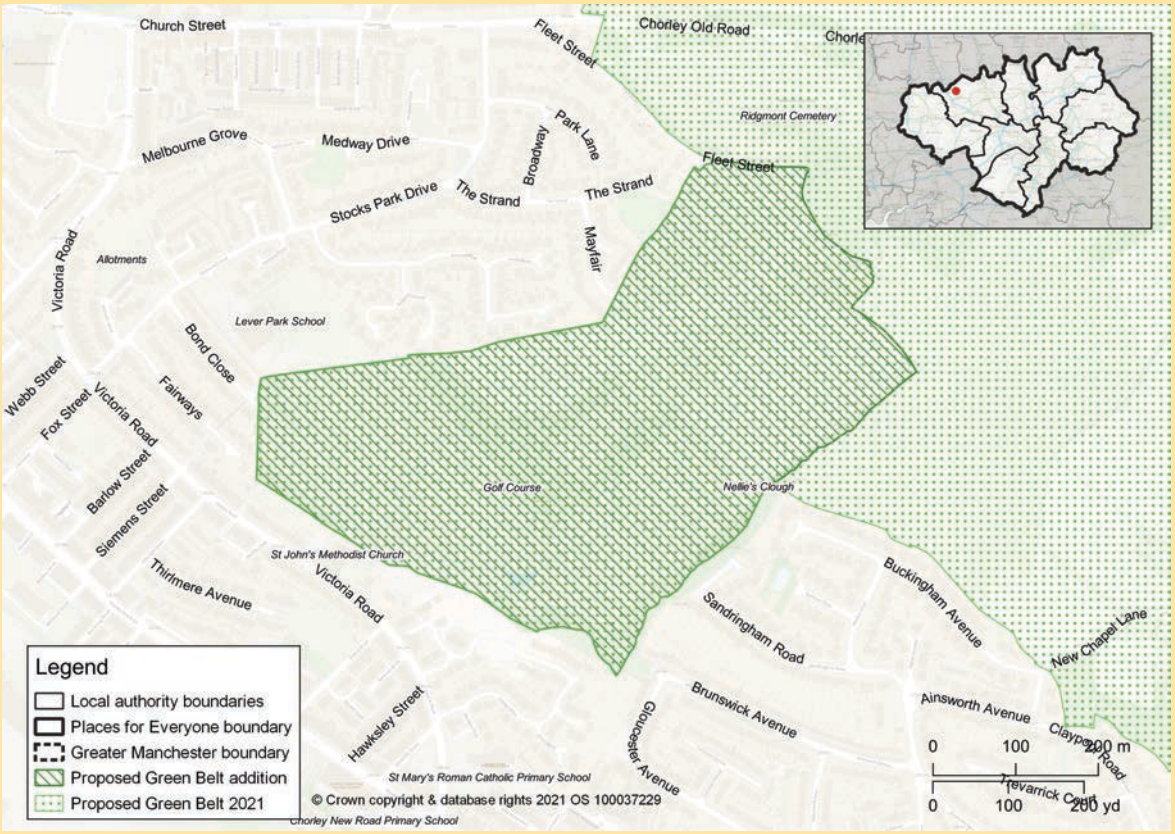
Ditchers Farm, Westhoughton



Picture B.3 GBA 1 Ditchers Farm, Westhoughton

Policy Green Belt Addition 2

Horwich Golf Club / Knowles Farm

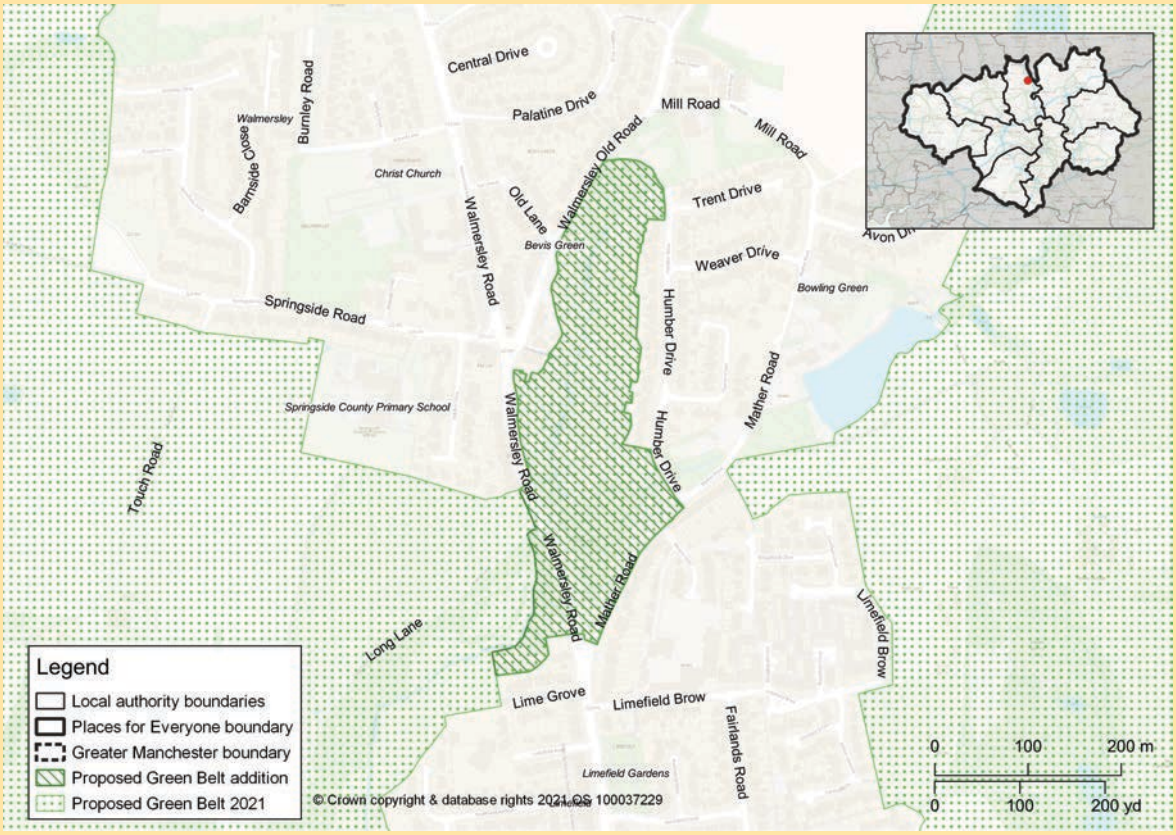


Picture B.4 GBA 2 Horwich Golf Club / Knowles Farm

Additions to the Green Belt in Bury

Policy Green Belt Addition 3

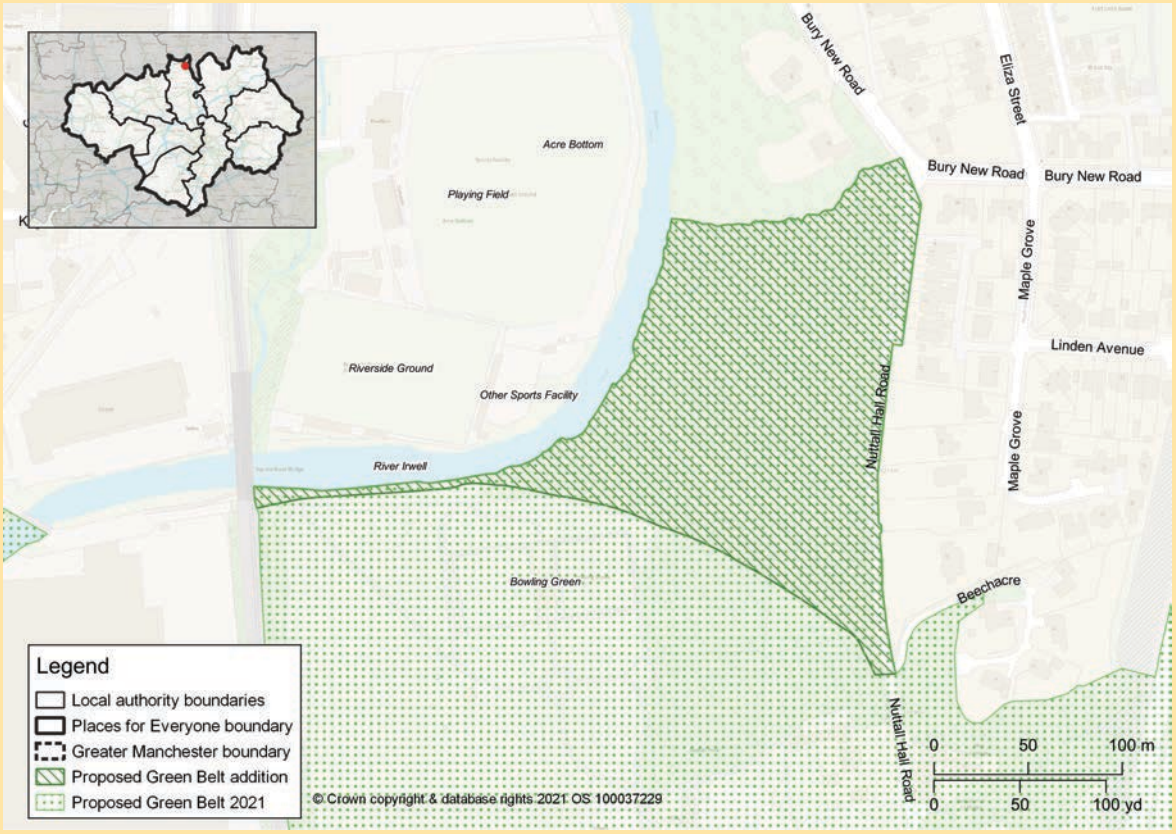
Pigs Lea Brook 1



Picture B.5 GBA 3 Pigs Lea Brook 1

Policy Green Belt Addition 4

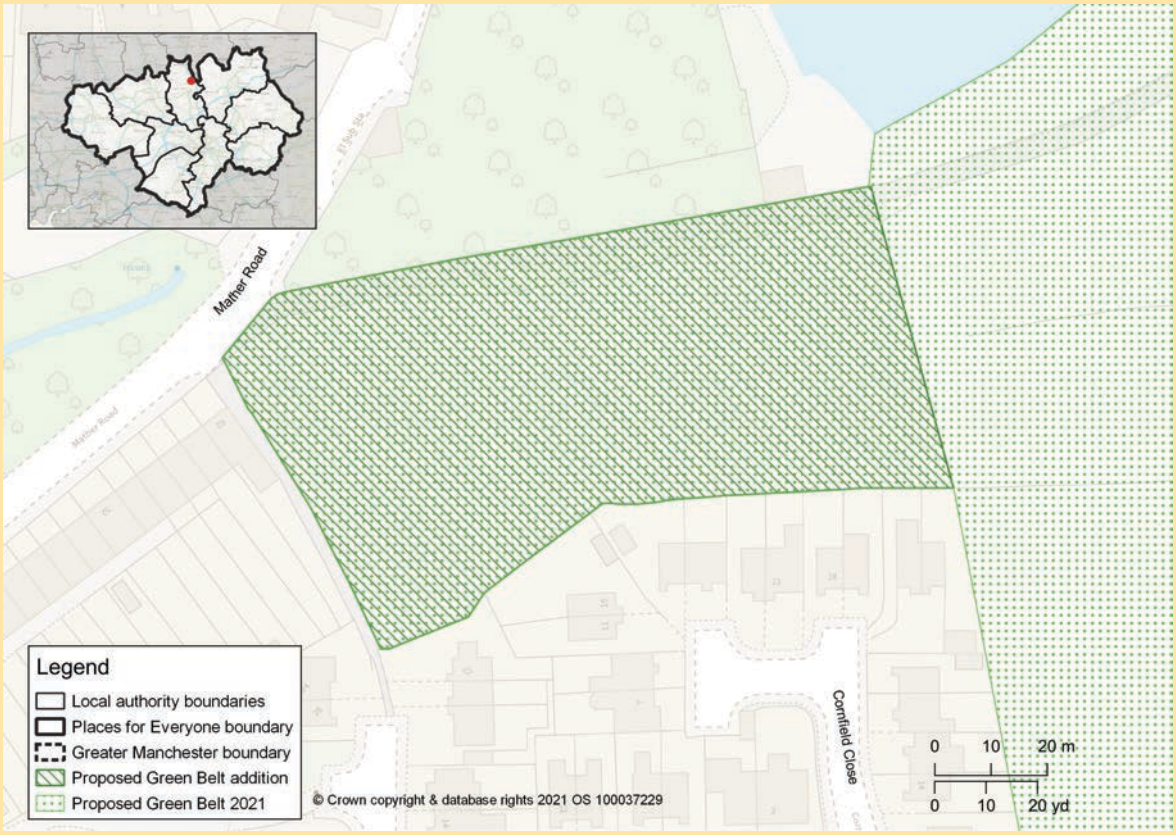
North of Nuttall Park



Picture B.6 GBA 4 North of Nuttall Park

Policy Green Belt Addition 5

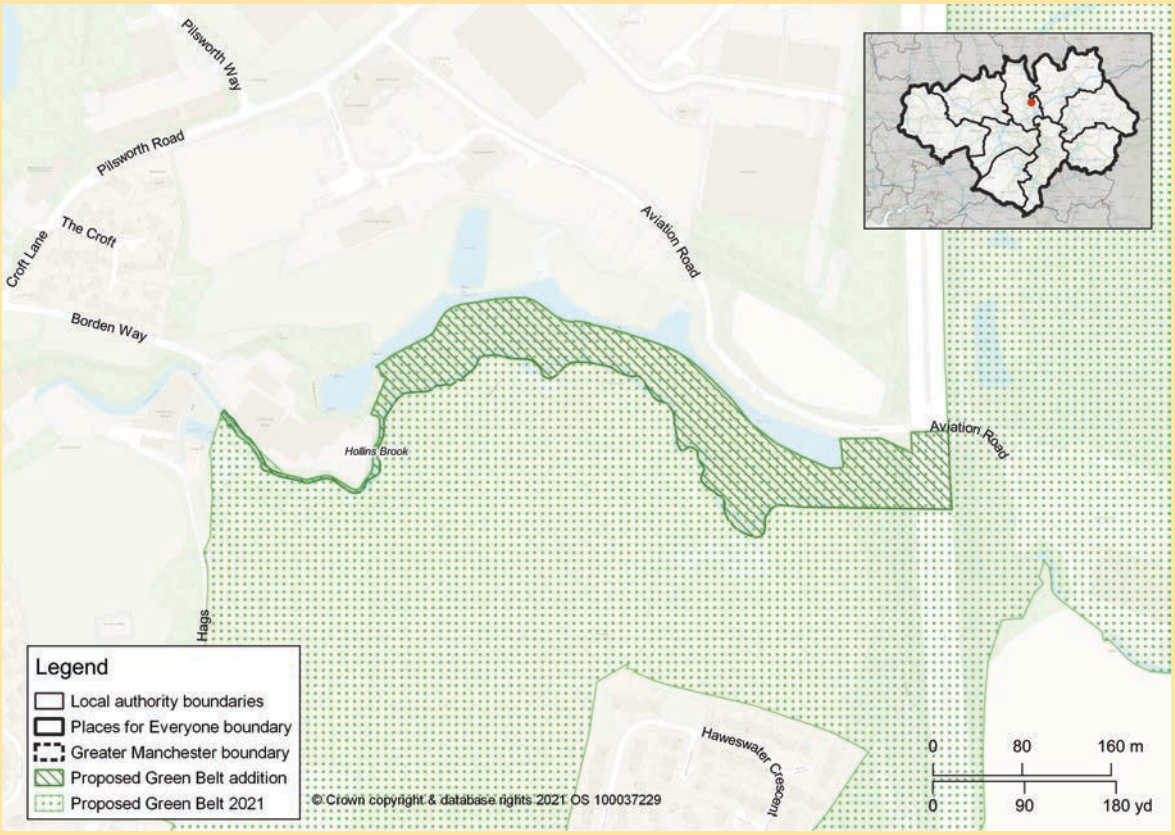
Pigs Lea Brook 2



Picture B.7 GBA 5 Pigs Lea Brook 2

Policy Green Belt Addition 6

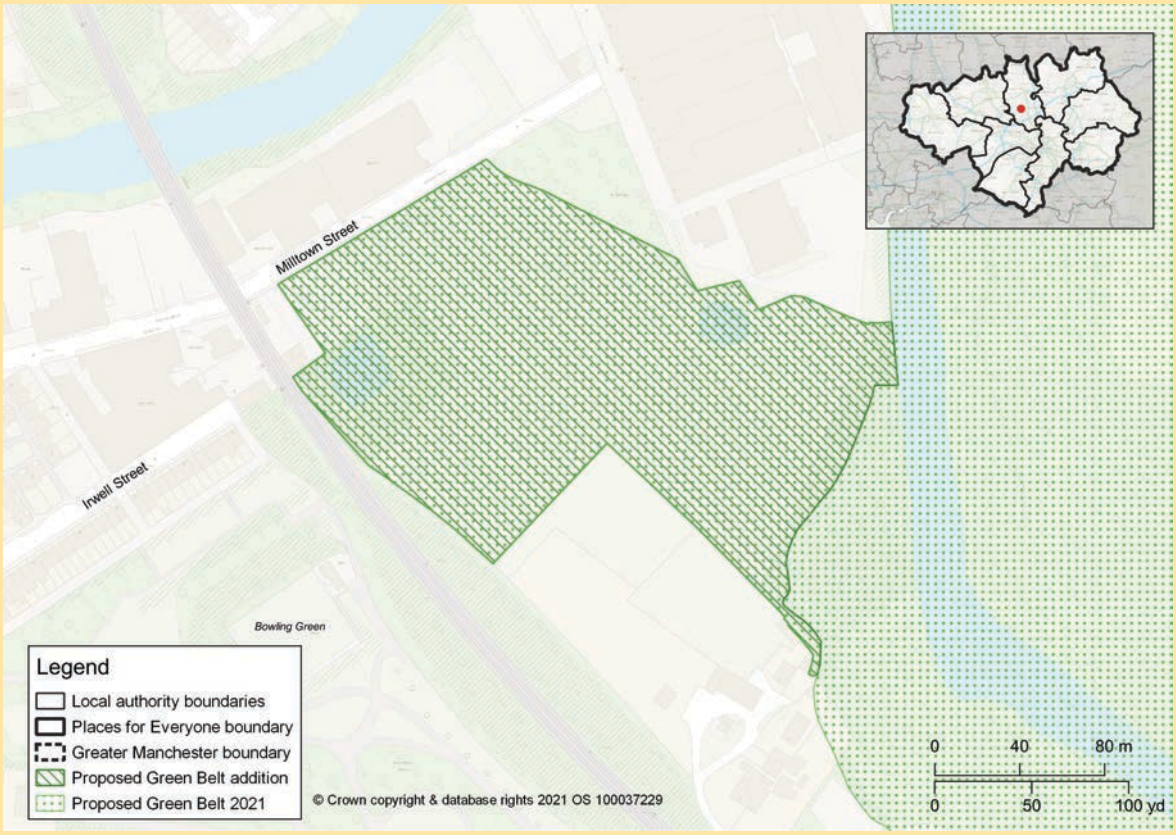
Hollins Brook



Picture B.8 GBA 6 Hollins Brook

Policy Green Belt Addition 7

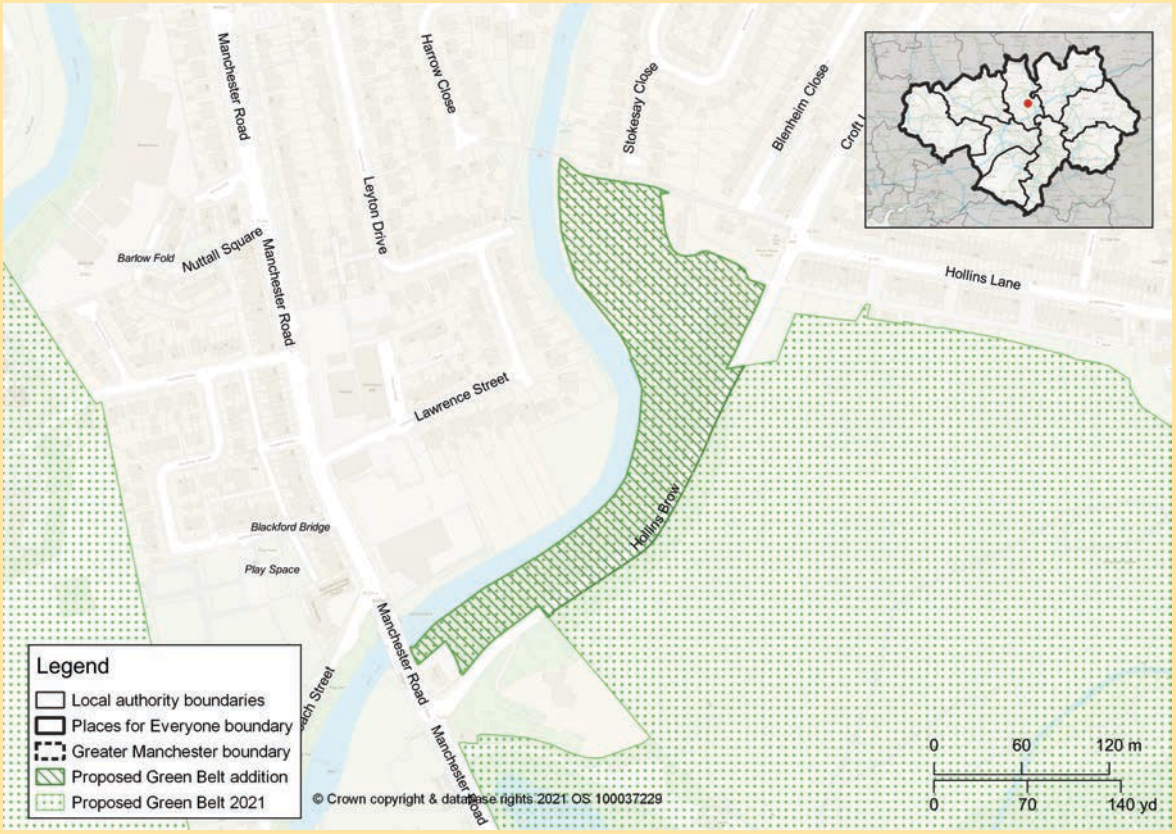
Off New Road, Radcliffe



Picture B.9 GBA 7 Off New Road, Radcliffe

Policy Green Belt Addition 8

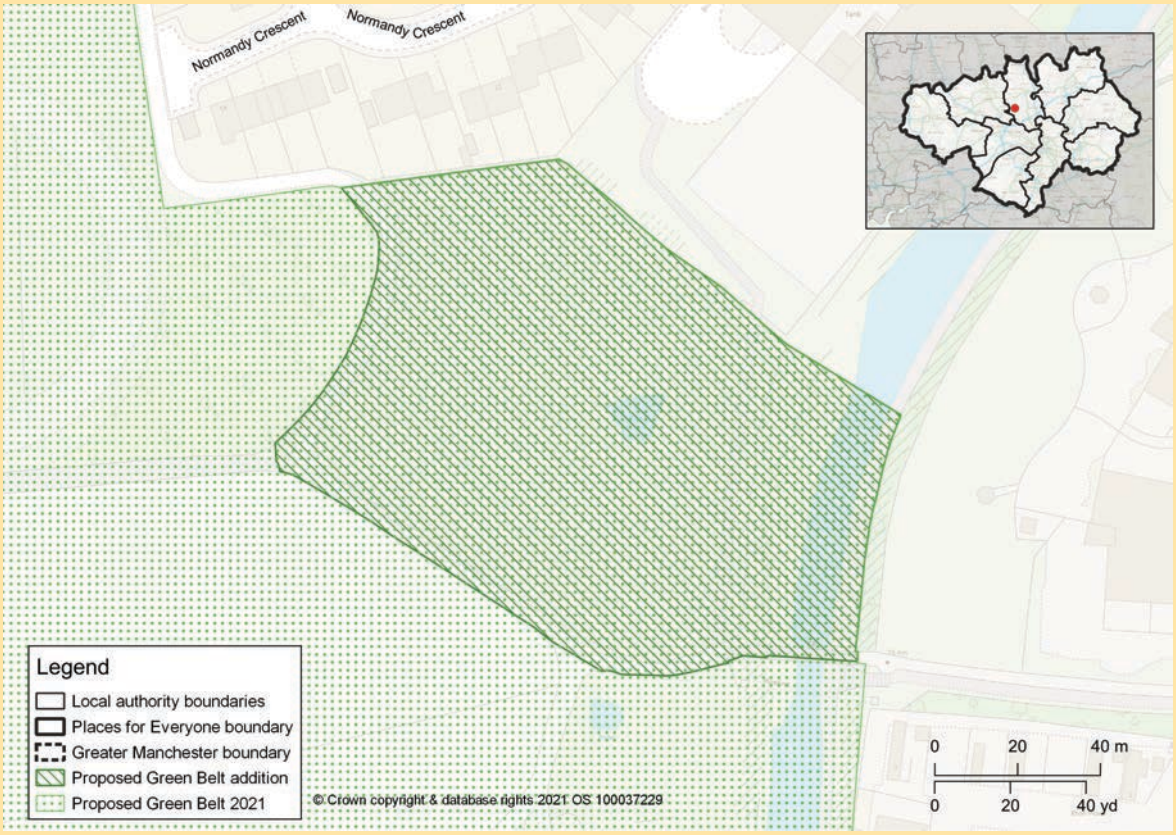
Hollins Brow



Picture B.10 GBA 8 Hollins Brow

Policy Green Belt Addition 9

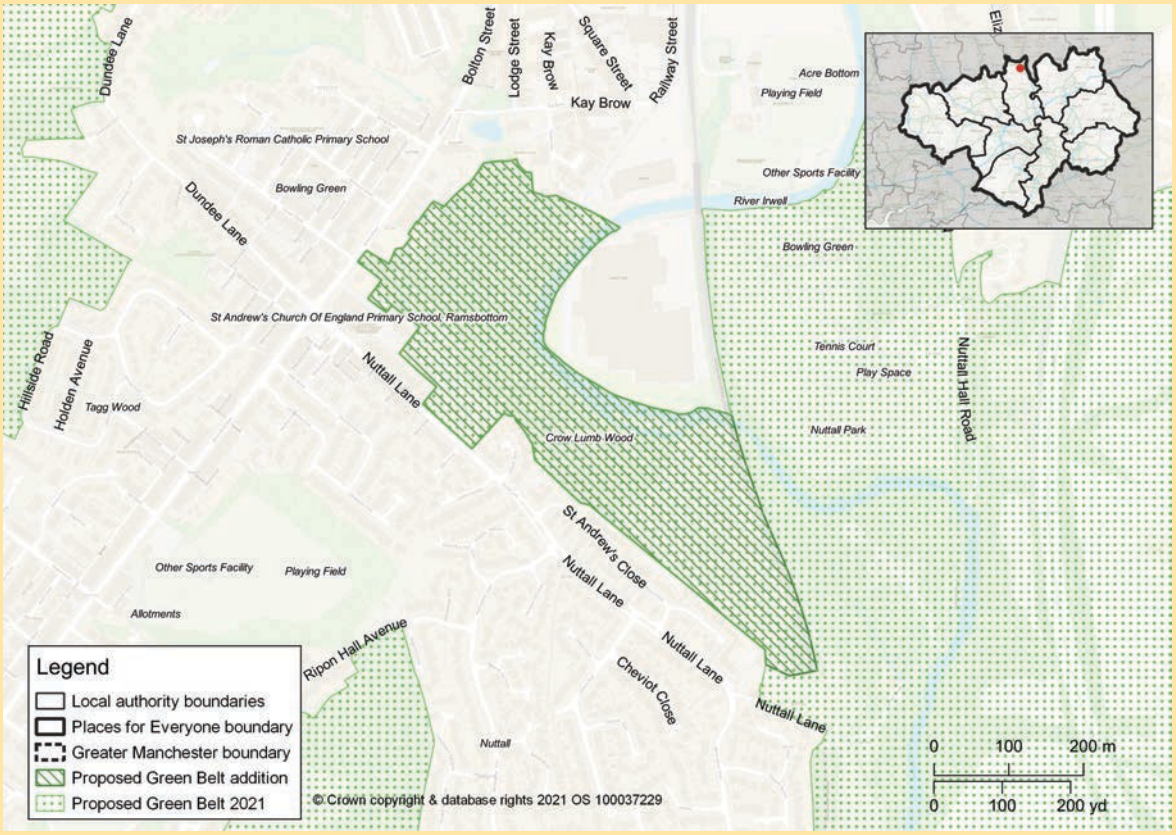
Hollybank Street, Radcliffe



Picture B.11 GBA 9 Hollybank Street, Radcliffe

Policy Green Belt Addition 10

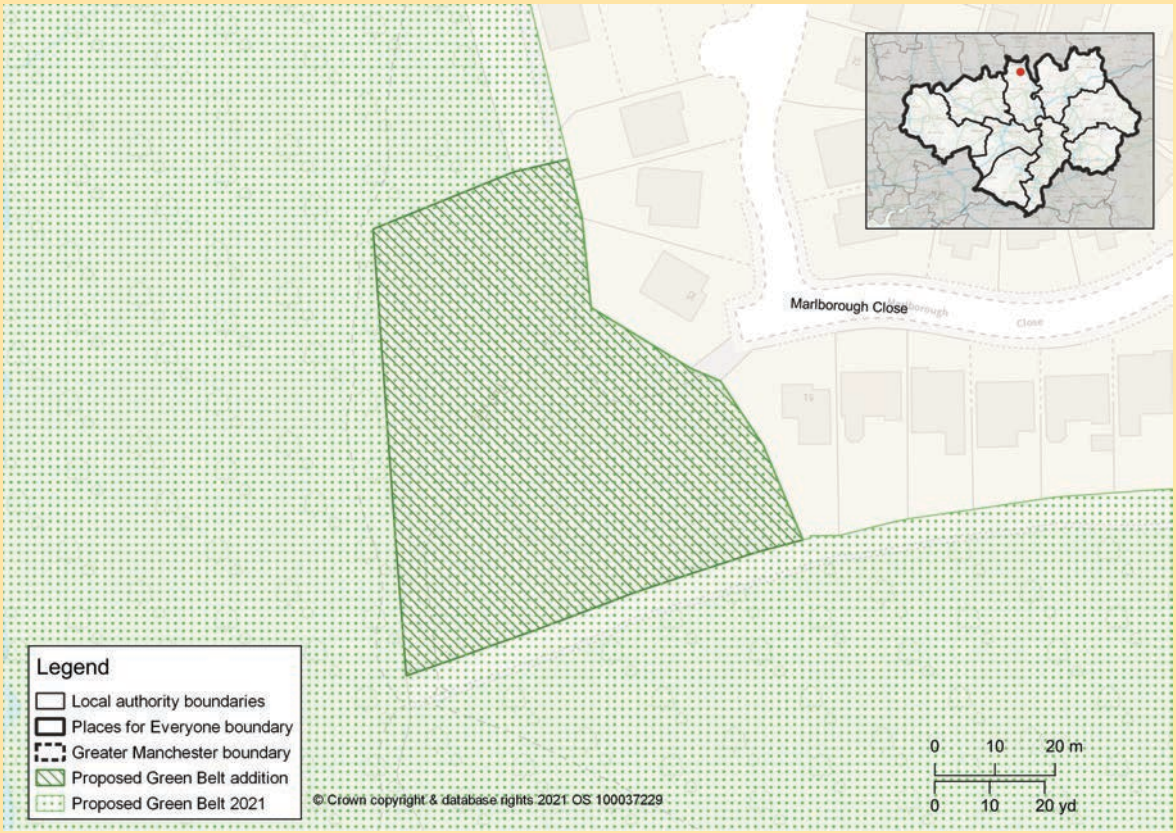
Crow Lumb Wood



Picture B.12 GBA 10 Crow Lumb Wood

Policy Green Belt Addition 11

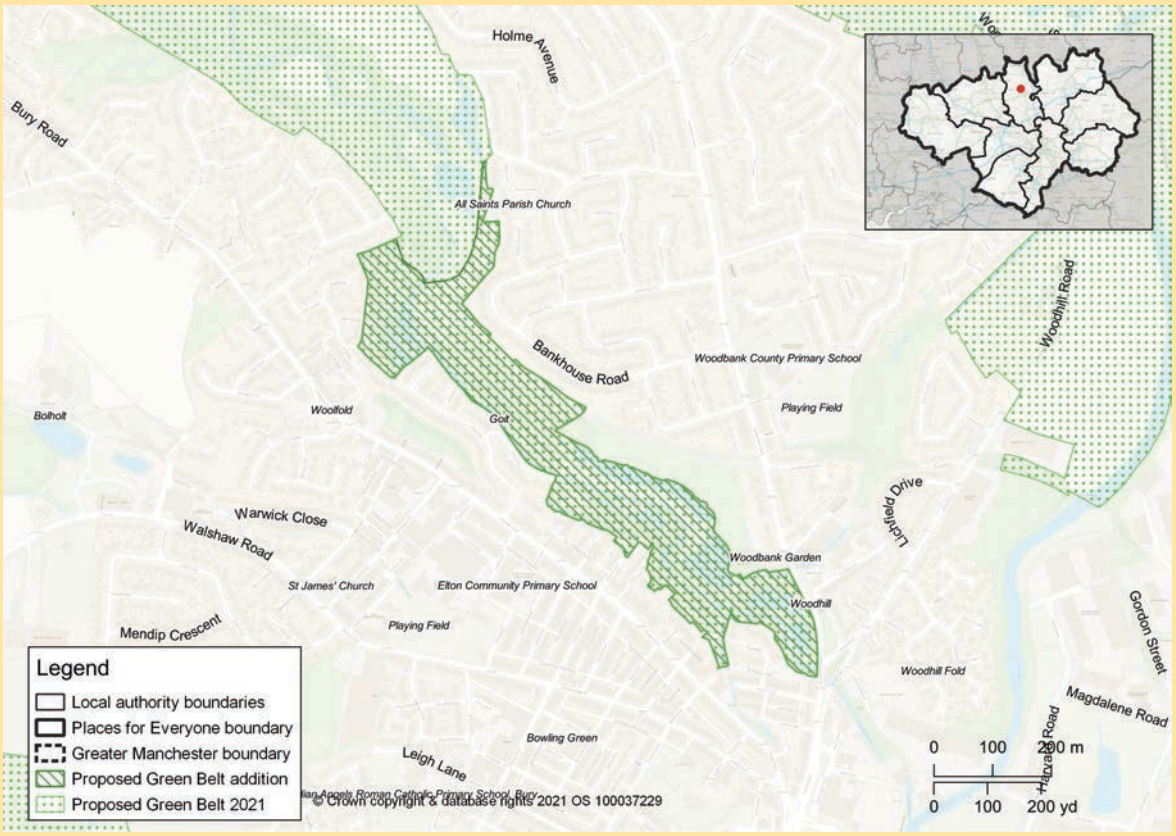
Nuttall West, Ramsbottom



Picture B.13 GBA 11 Nuttall West, Ramsbottom

Policy Green Belt Addition 12

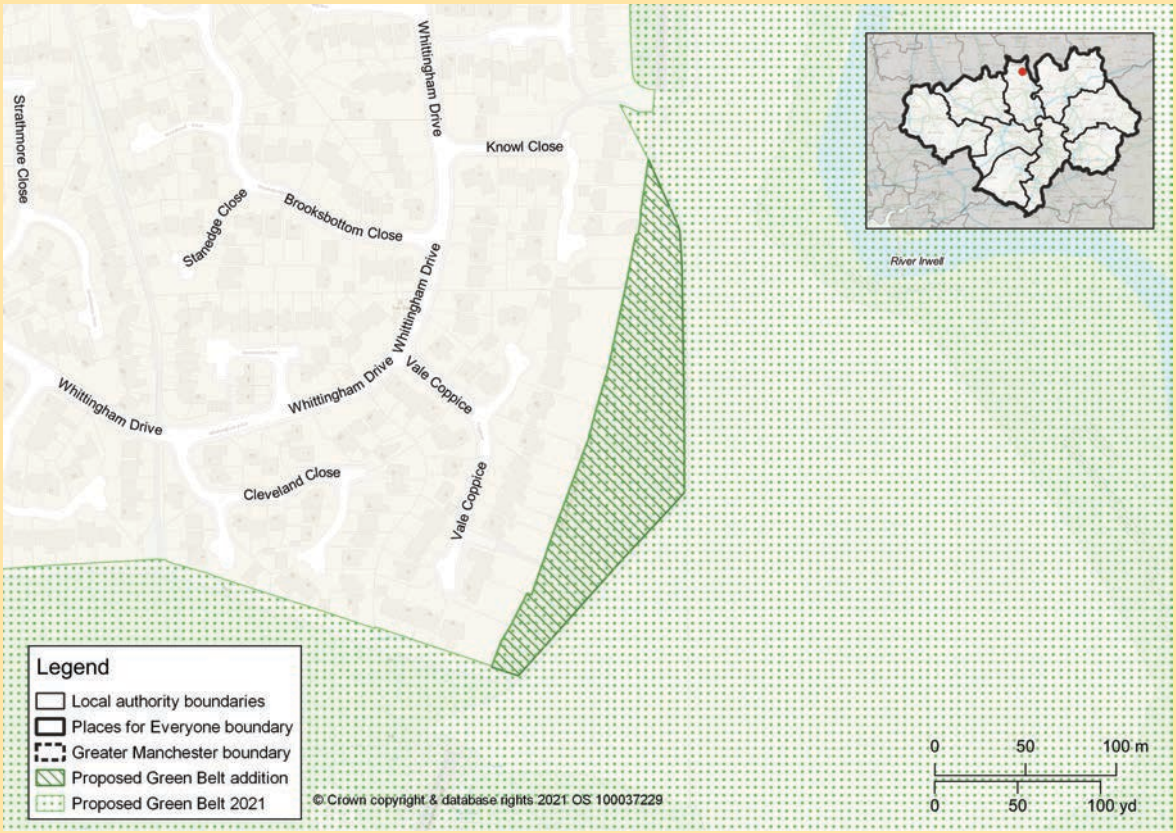
Woolfold, Bury



Picture B.14 GBA 12 Woolfold, Bury

Policy Green Belt Addition 13

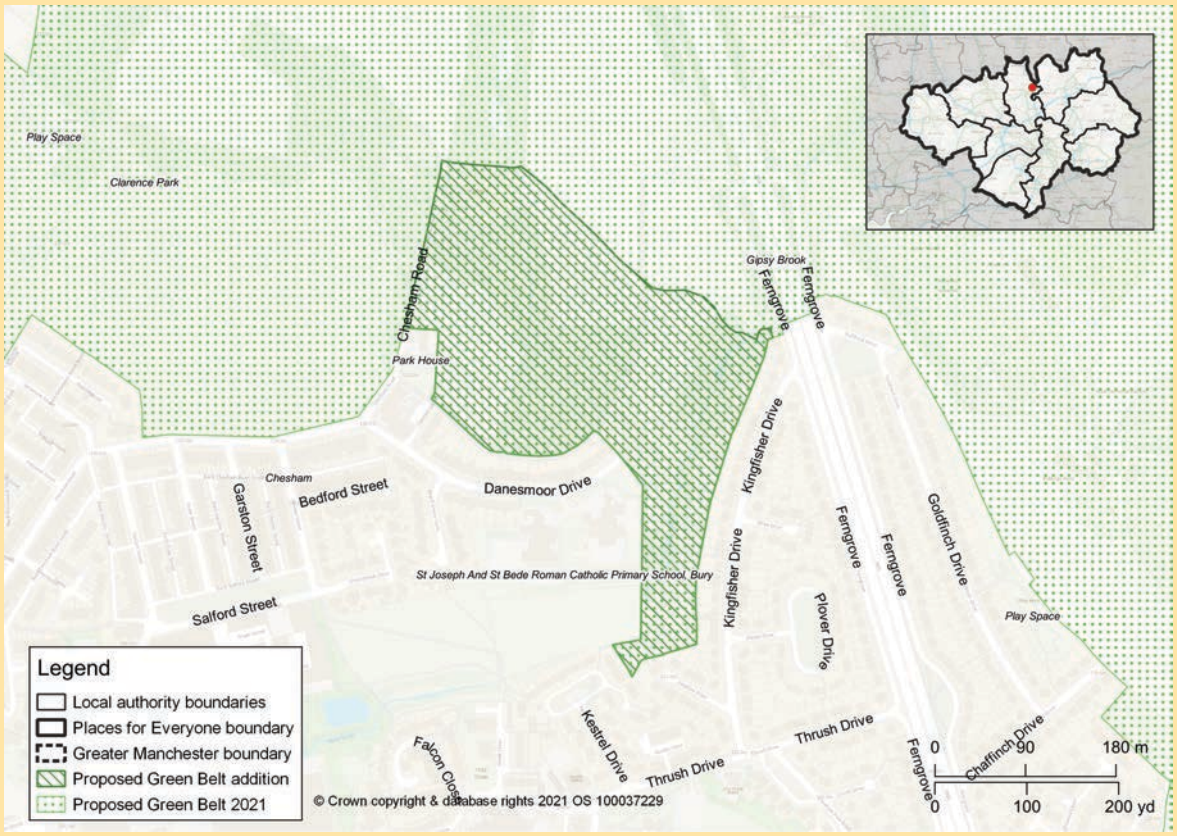
Nuttall East, Ramsbottom



Picture B.15 GBA 13 Nuttall East, Ramsbottom

Policy Green Belt Addition 14

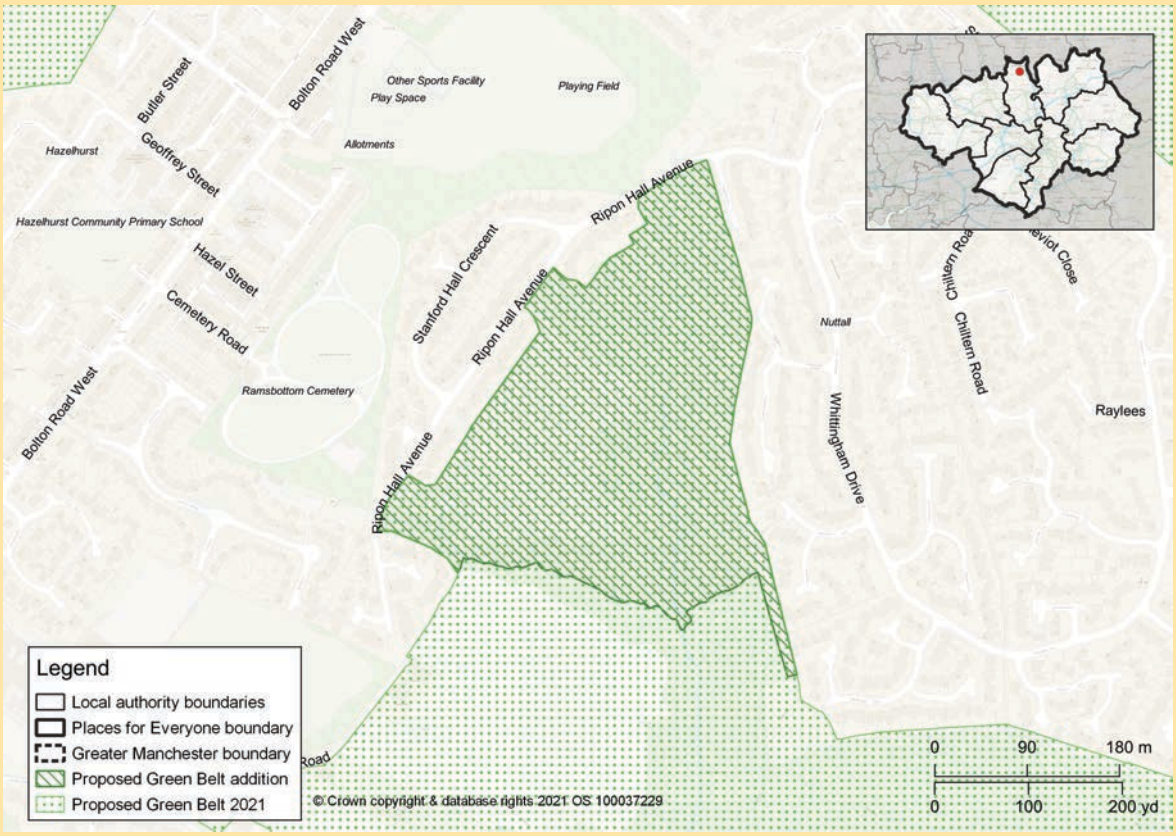
Chesham, Bury



Picture B.16 GBA 14 Chesham, Bury

Policy Green Belt Addition 15

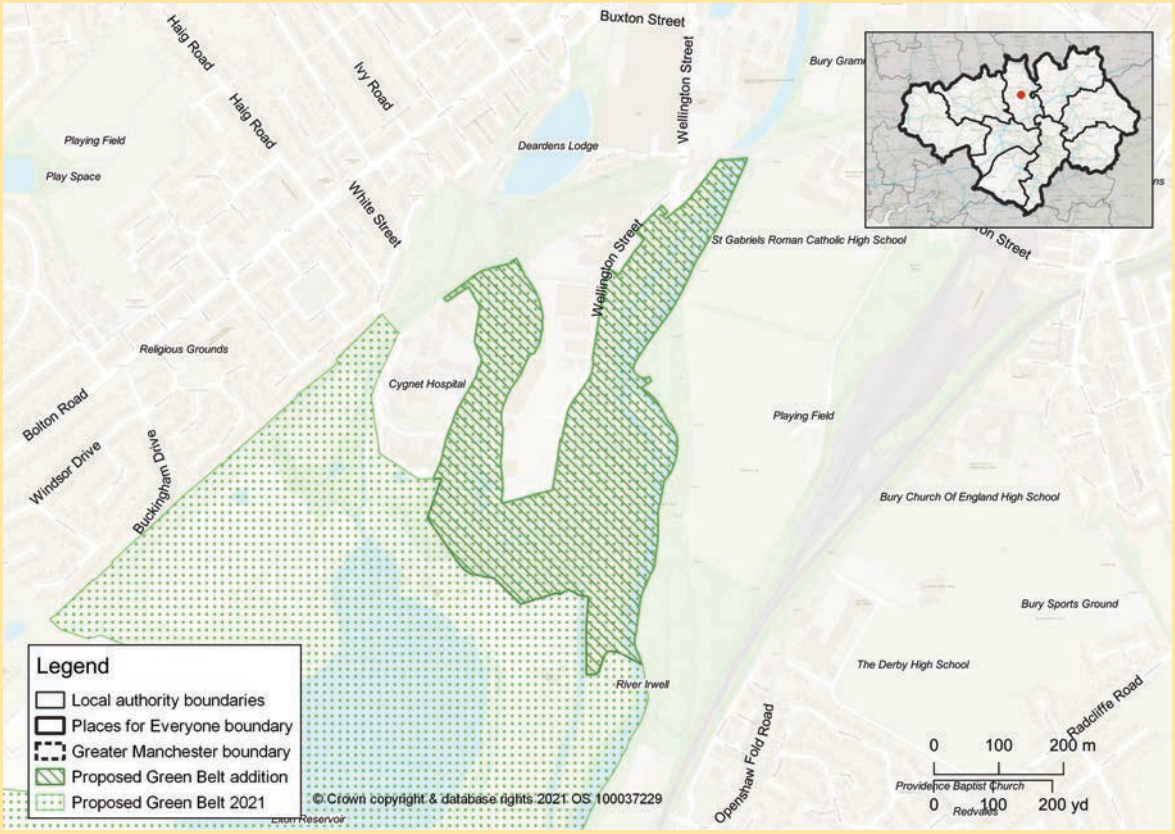
Broad Hey Wood North



Picture B.17 GBA 15 Broad Hey Wood North

Policy Green Belt Addition 16

Lower Hinds

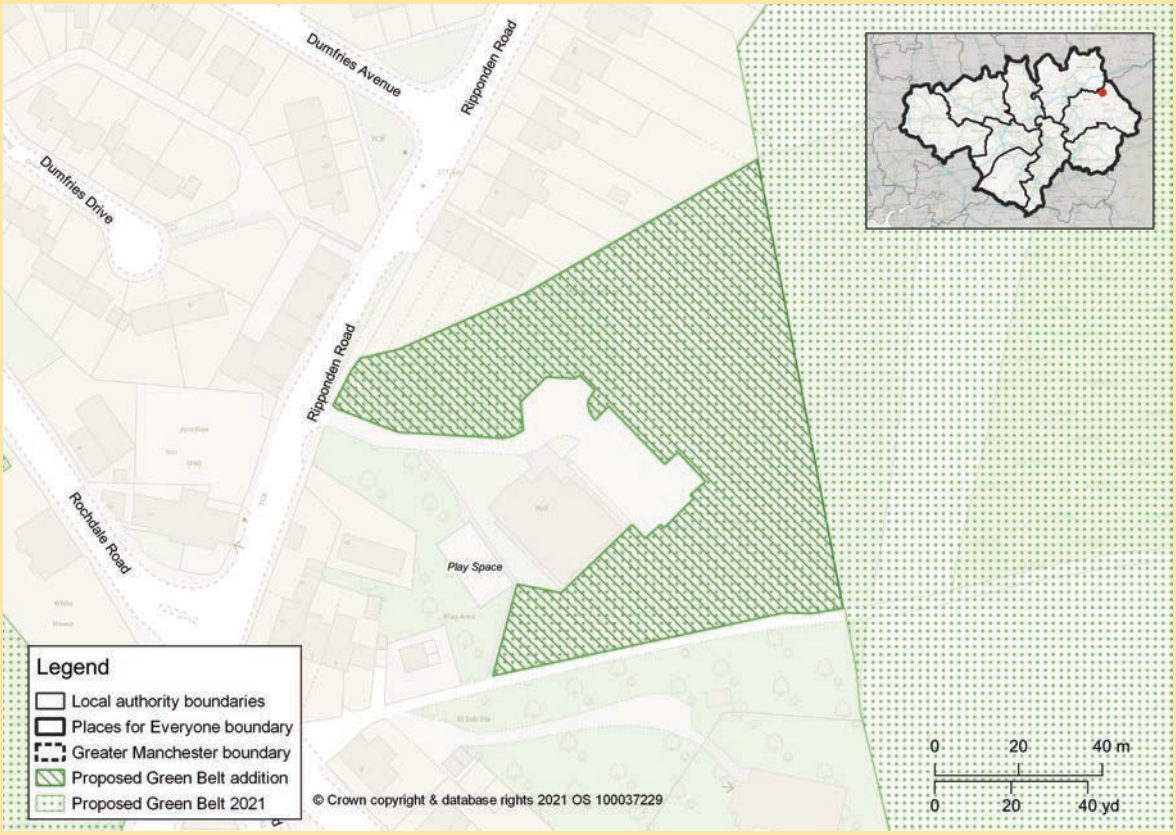


Picture B.18 GBA 16 Lower Hinds

Additions to the Green Belt in Oldham

Policy Green Belt Addition 17

Land behind Denshaw Village Hall

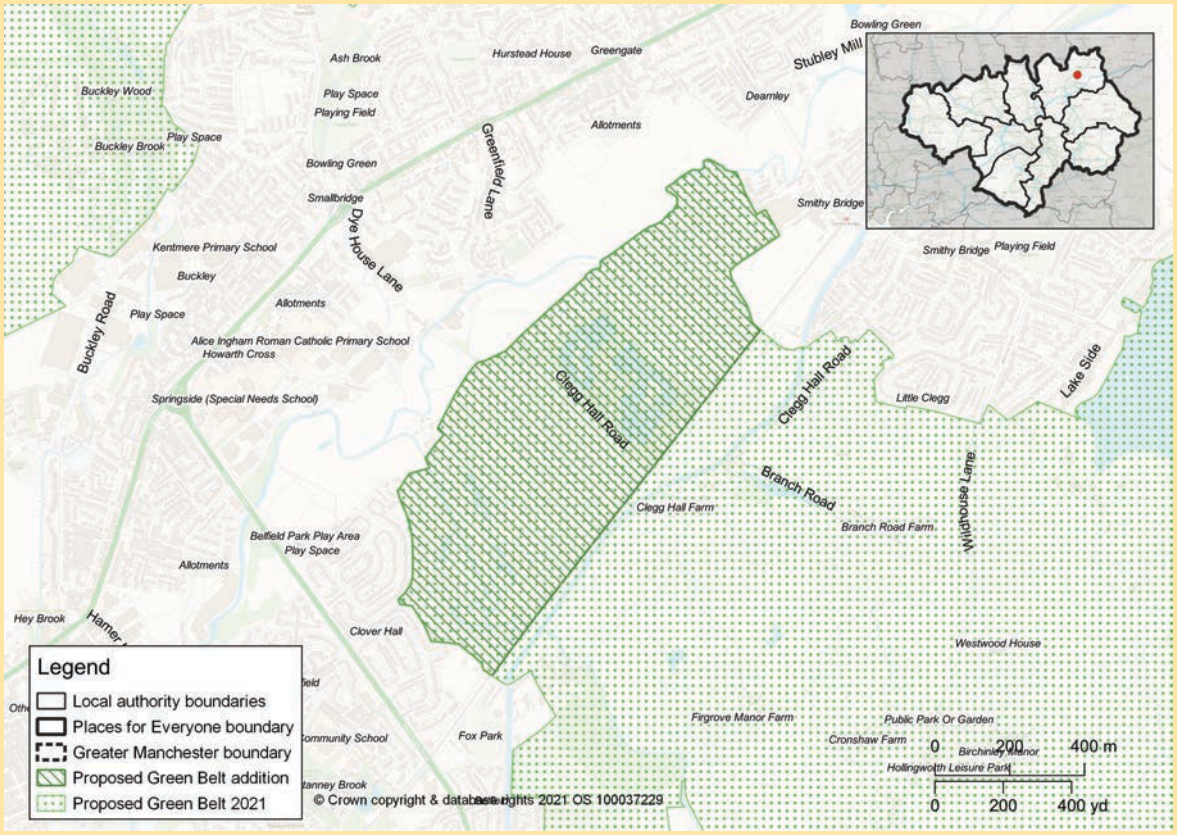


Picture B.19 GBA 17 Land behind Denshaw Village Hall

Additions to the Green Belt in Rochdale

Policy Green Belt Addition 18

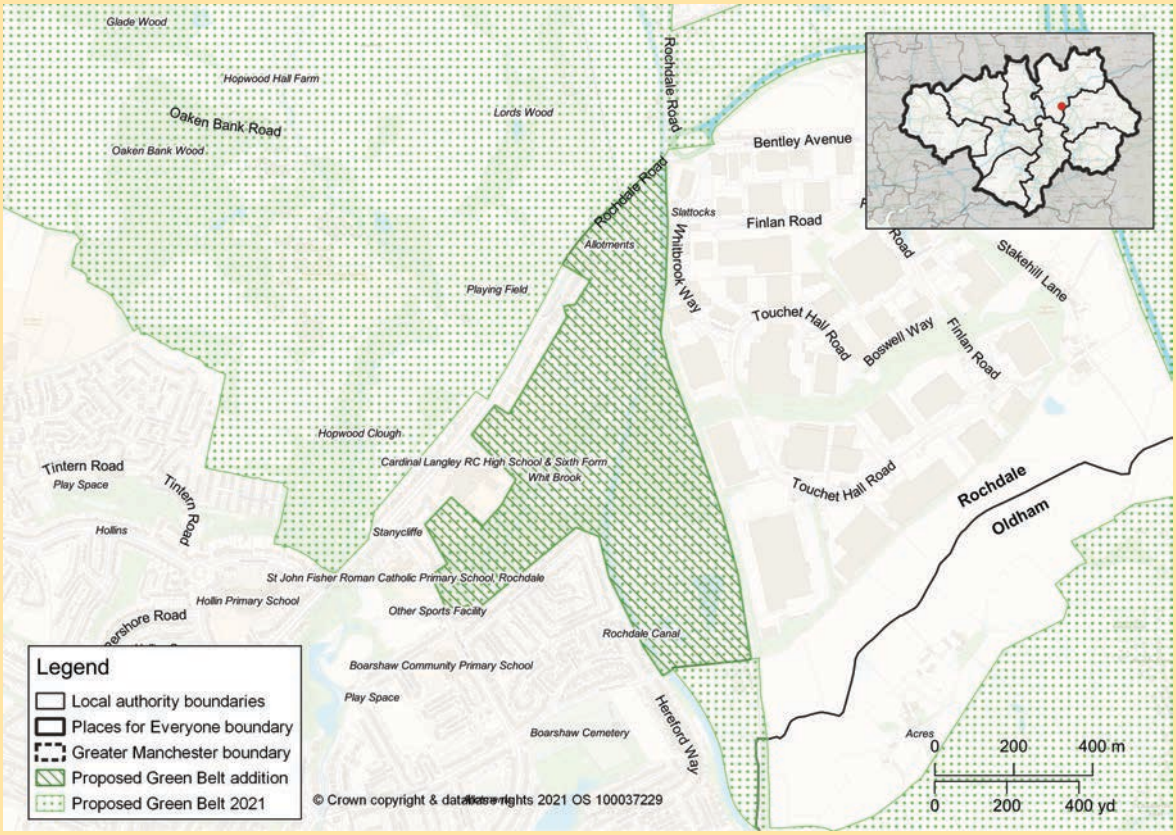
Land within the Roch Valley, Smallbridge



Picture B.20 GBA 18 Land within the Roch Valley, Smallbridge

Policy Green Belt Addition 19

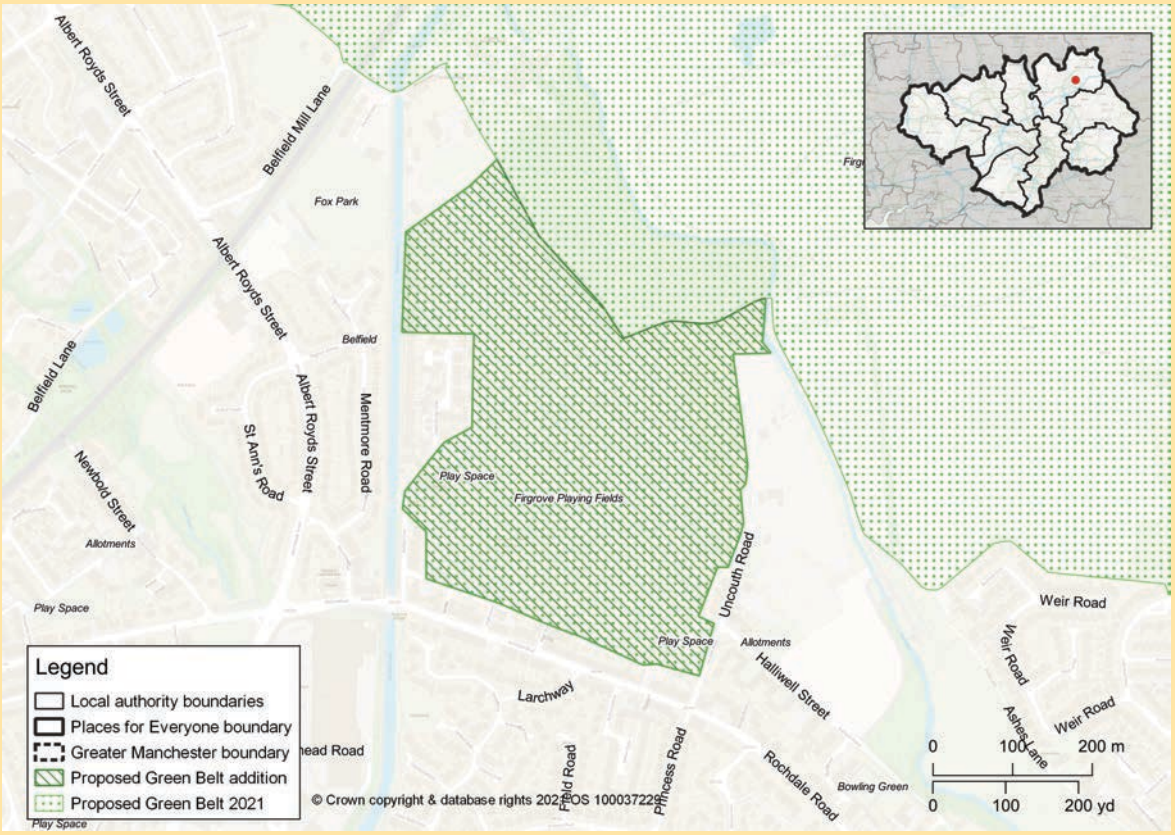
Land west of Stakehill Business Park



Picture B.21 GBA 19 Land to west of Stakehill Business Park

Policy Green Belt Addition 20

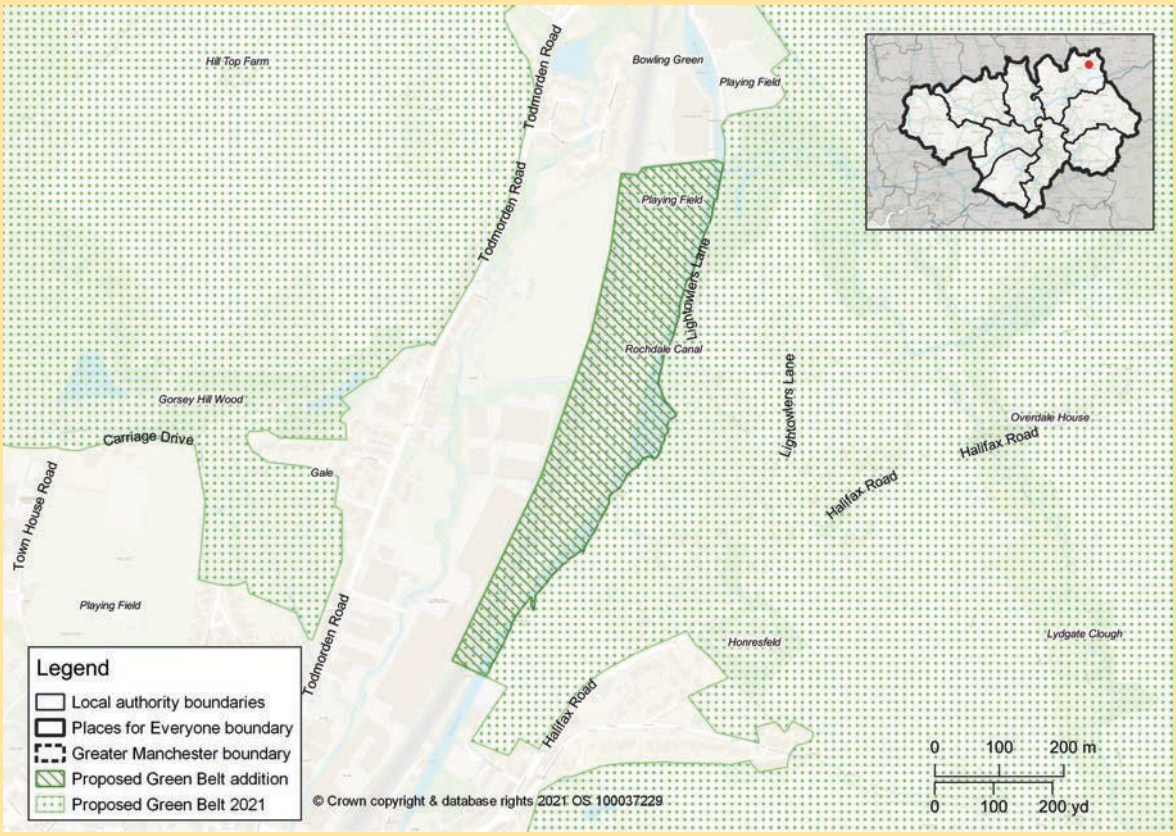
Land at Firgrove Playing Fields, Rochdale



Picture B.22 GBA 20 Land at Firgrove Playing Fields, Rochdale

Policy Green Belt Addition 21

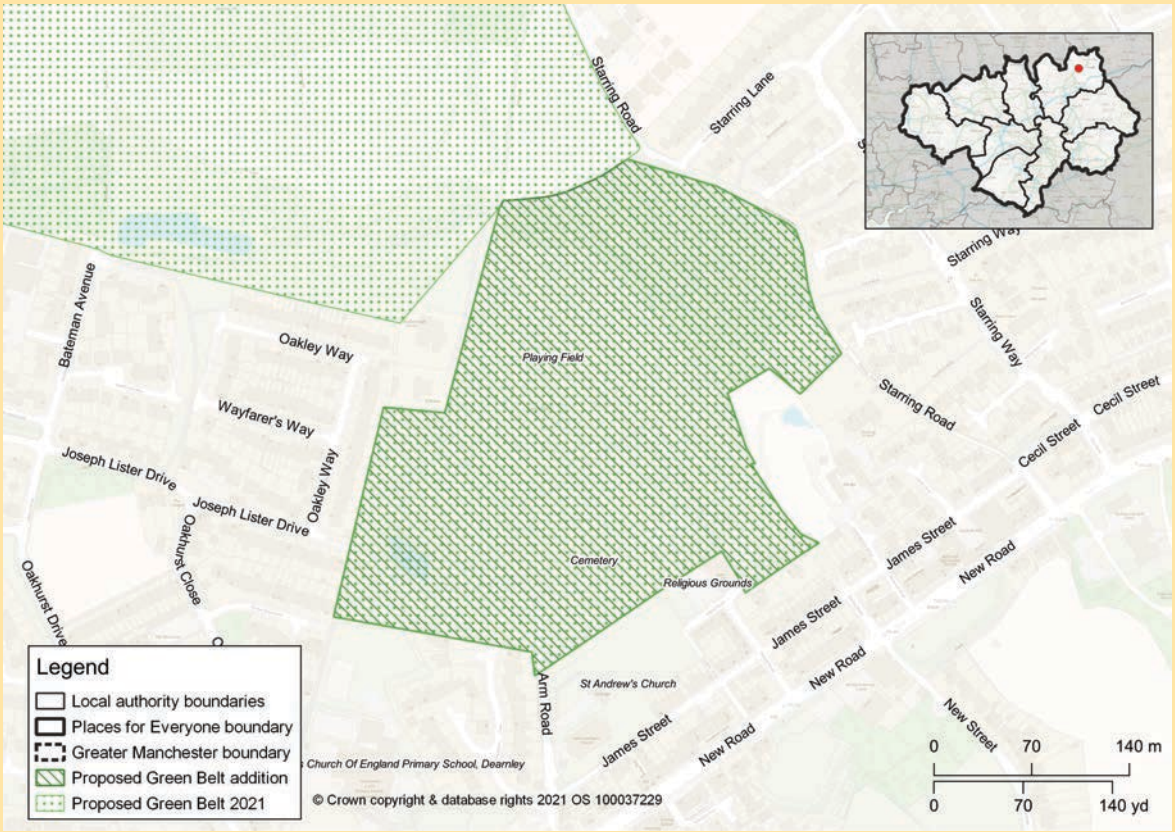
Land between railway line and Rochdale Canal, Littleborough



Picture B.23 GBA 21 Land between railway line and Rochdale Canal, Littleborough

Policy Green Belt Addition 22

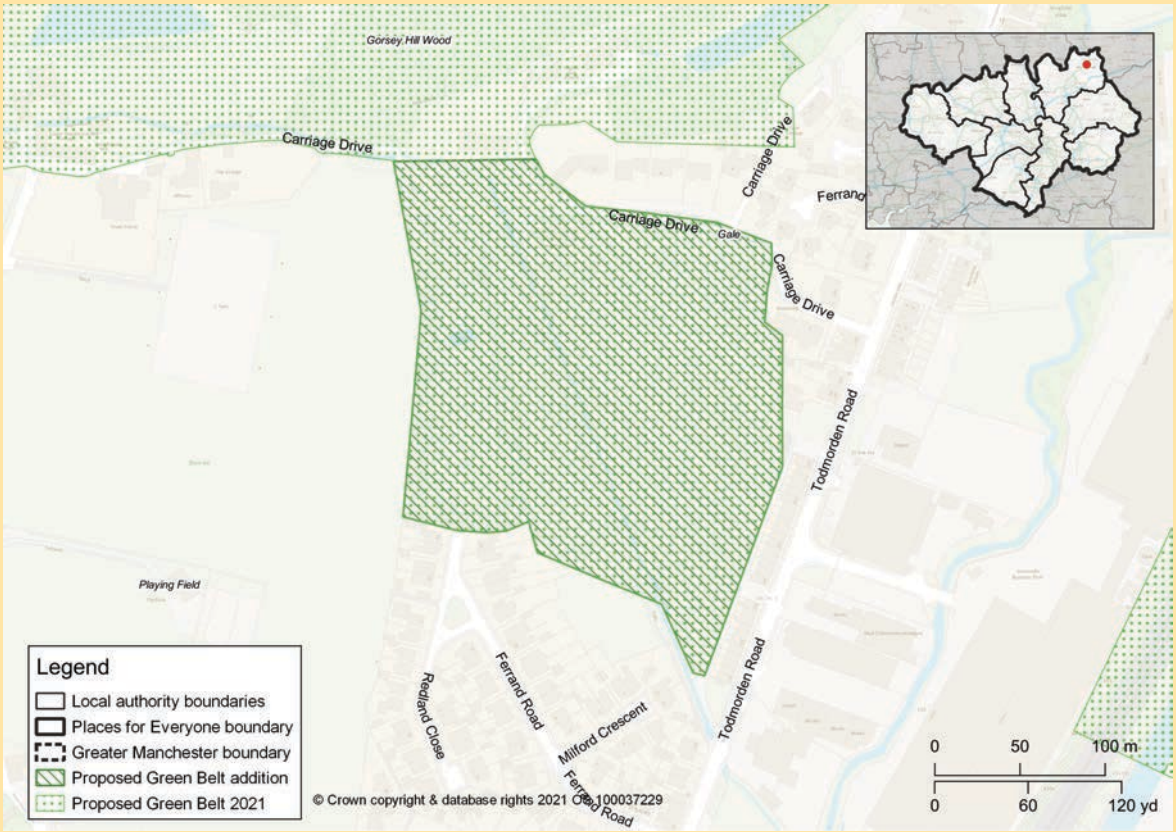
Land north of St Andrew's Church, Dearnley



Picture B.24 GBA 22 Land north of St Andrew's Church, Dearnley

Policy Green Belt Addition 23

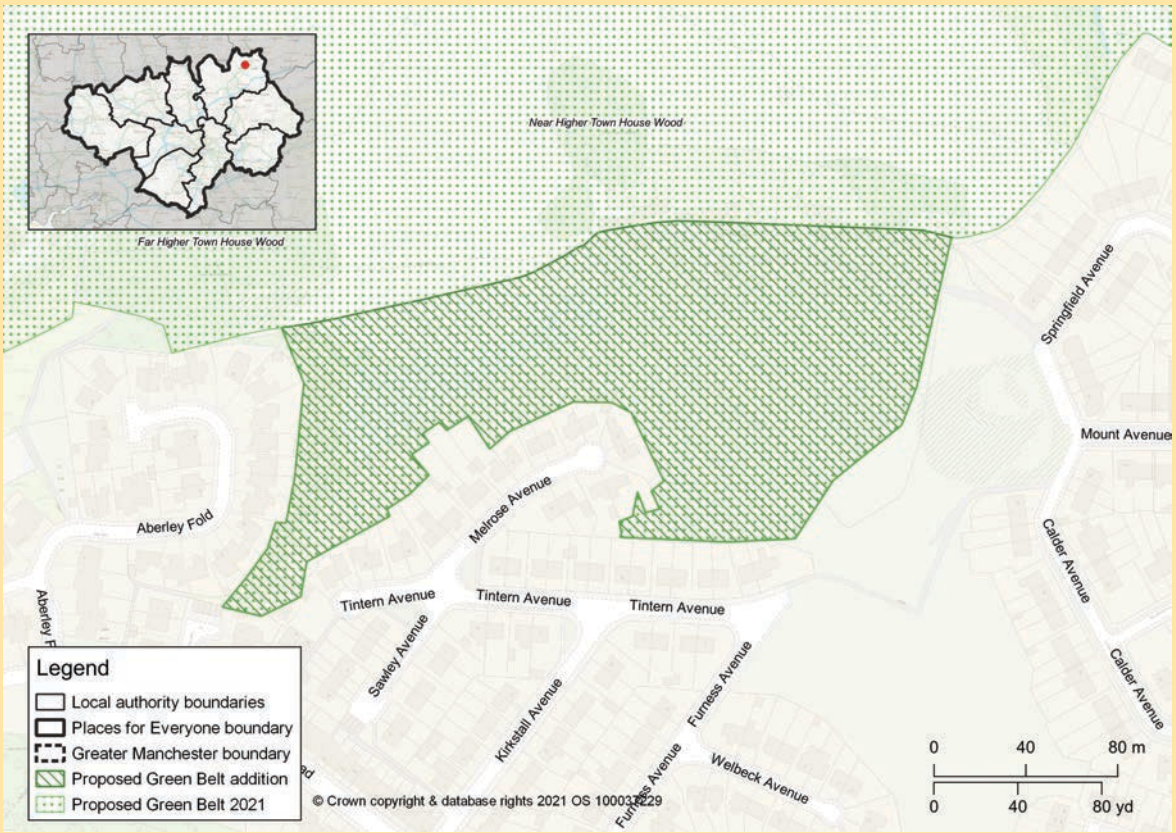
Land at Townhouse Brook, Littleborough



Picture B.25 GBA 23 Land at Townhouse Brook, Littleborough

Policy Green Belt Addition 24

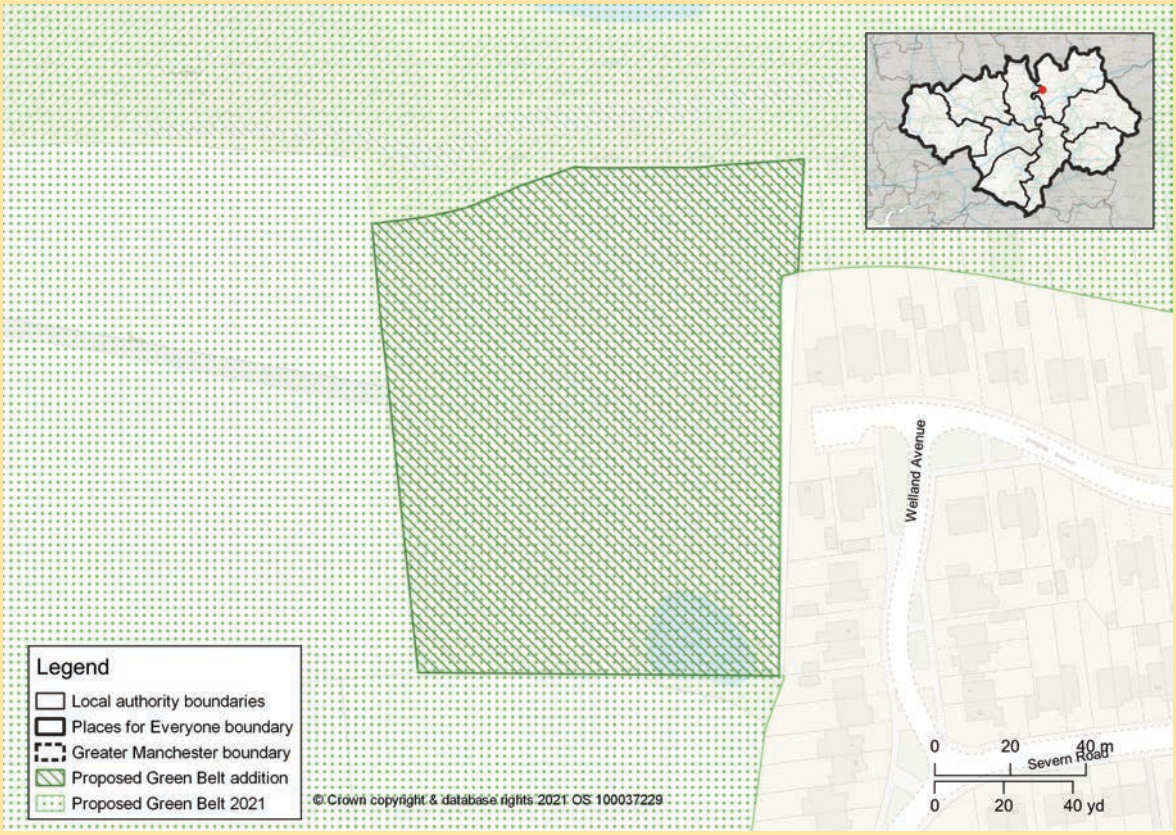
Land north of Shore, Littleborough



Picture B.26 GBA 24 Land north of Shore, Littleborough

Policy Green Belt Addition 25

Land at Summit, Heywood

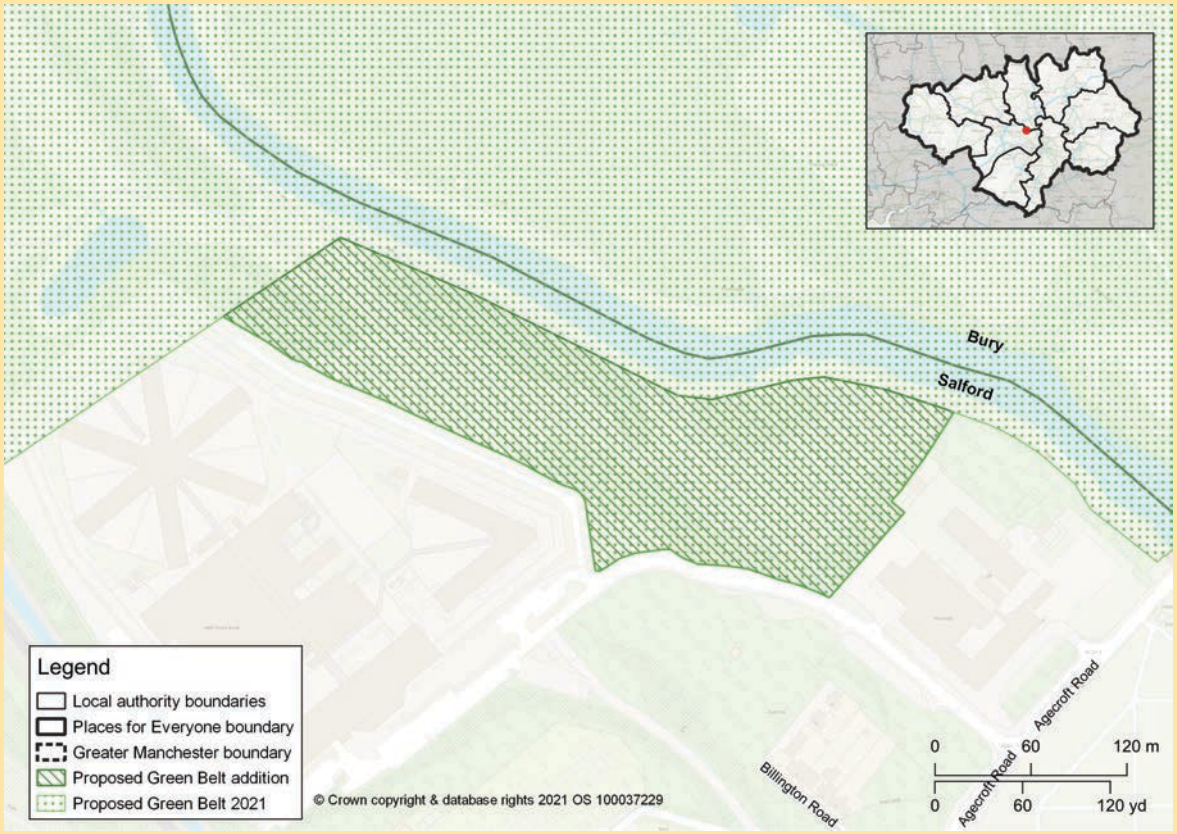


Picture B.27 GBA 25 Land at Summit, Heywood

Additions to the Green Belt in Salford

Policy Green Belt Addition 26

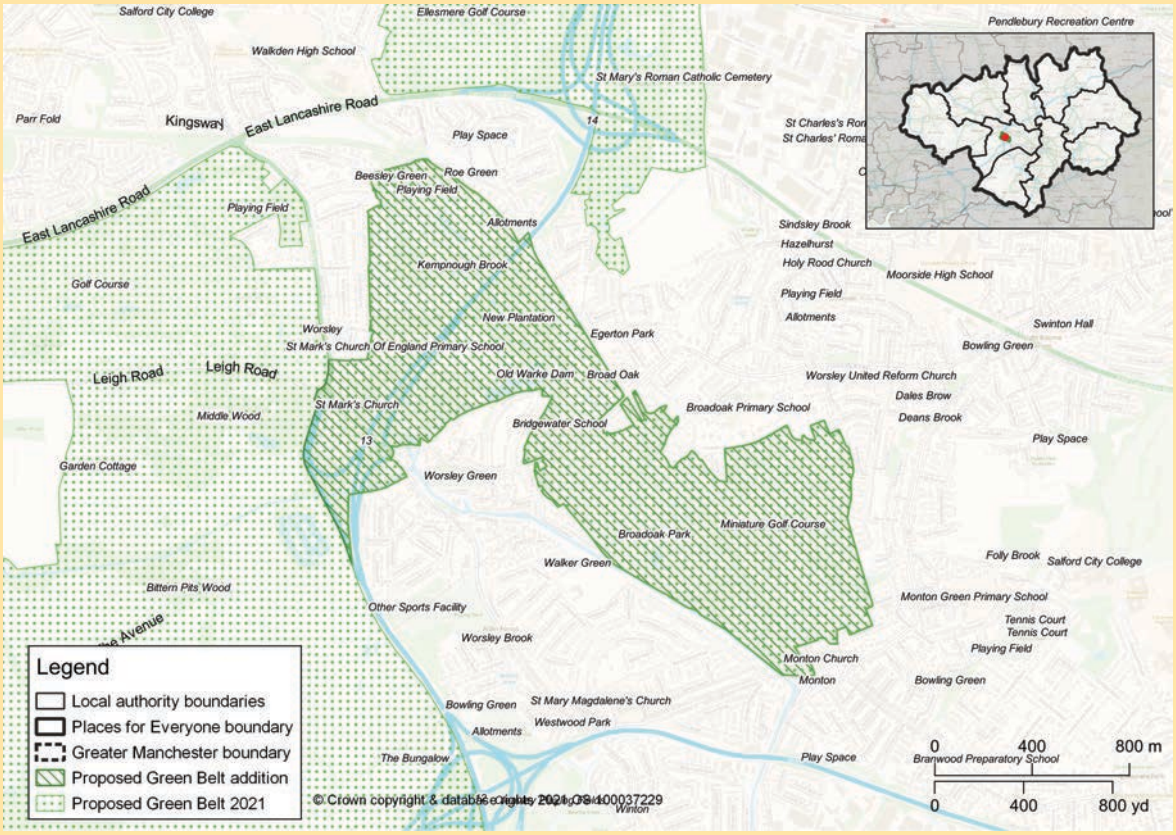
Land South East of Slack Brook Open Space



Picture B.28 GBA 26 Land South East of Slack Brook Open Space

Policy Green Belt Addition 27

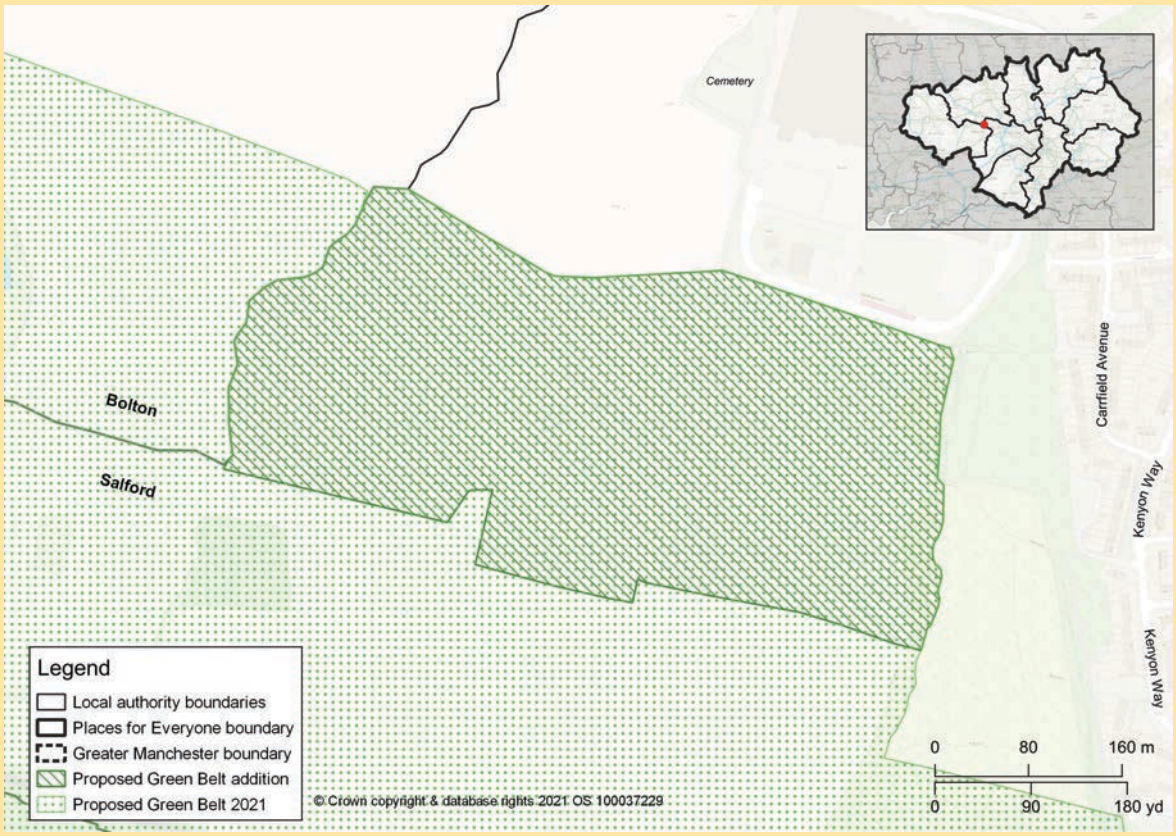
West Salford Greenway



Picture B.29 GBA 27 West Salford Greenway

Policy Green Belt Addition 28

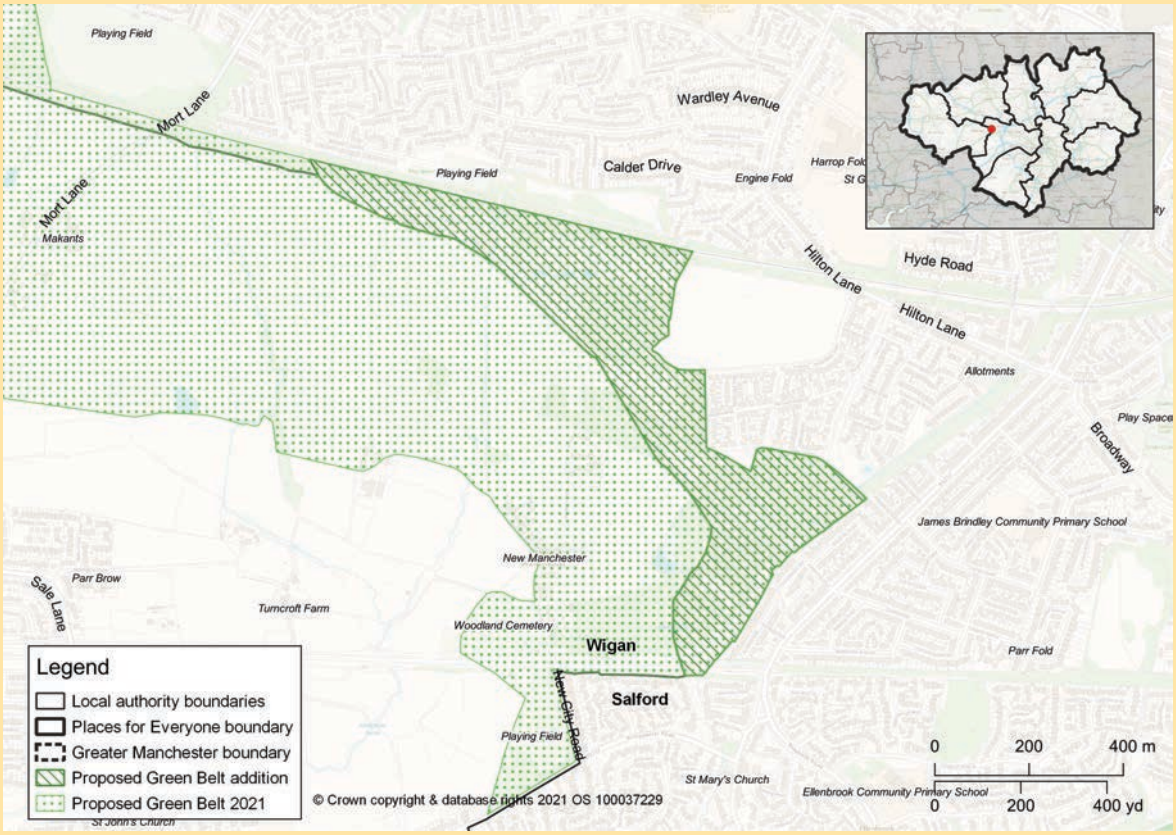
Part of Logistics North Country Park



Picture B.30 GBA 28 Part of Logistics North Country Park

Policy Green Belt Addition 29

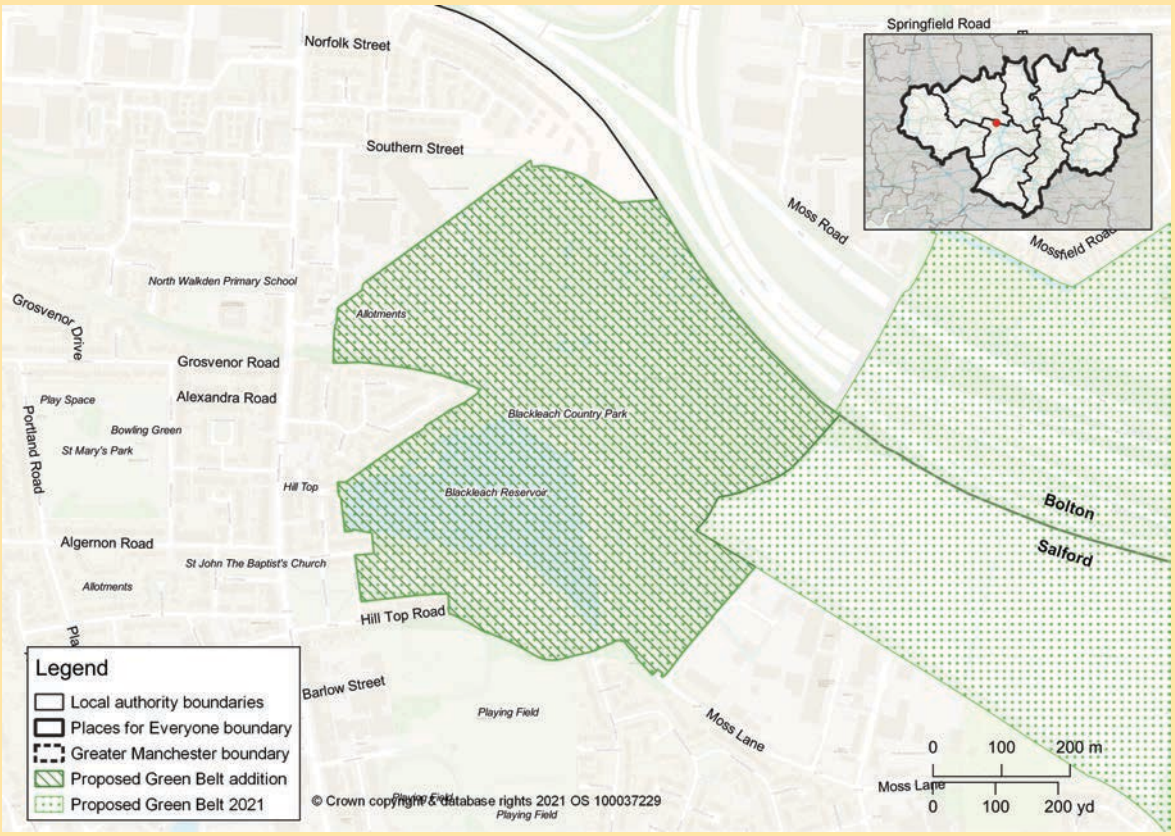
Land West of Burgess Farm



Picture B.31 GBA 29 Land West of Burgess Farm

Policy Green Belt Addition 30

Blackleach Country Park

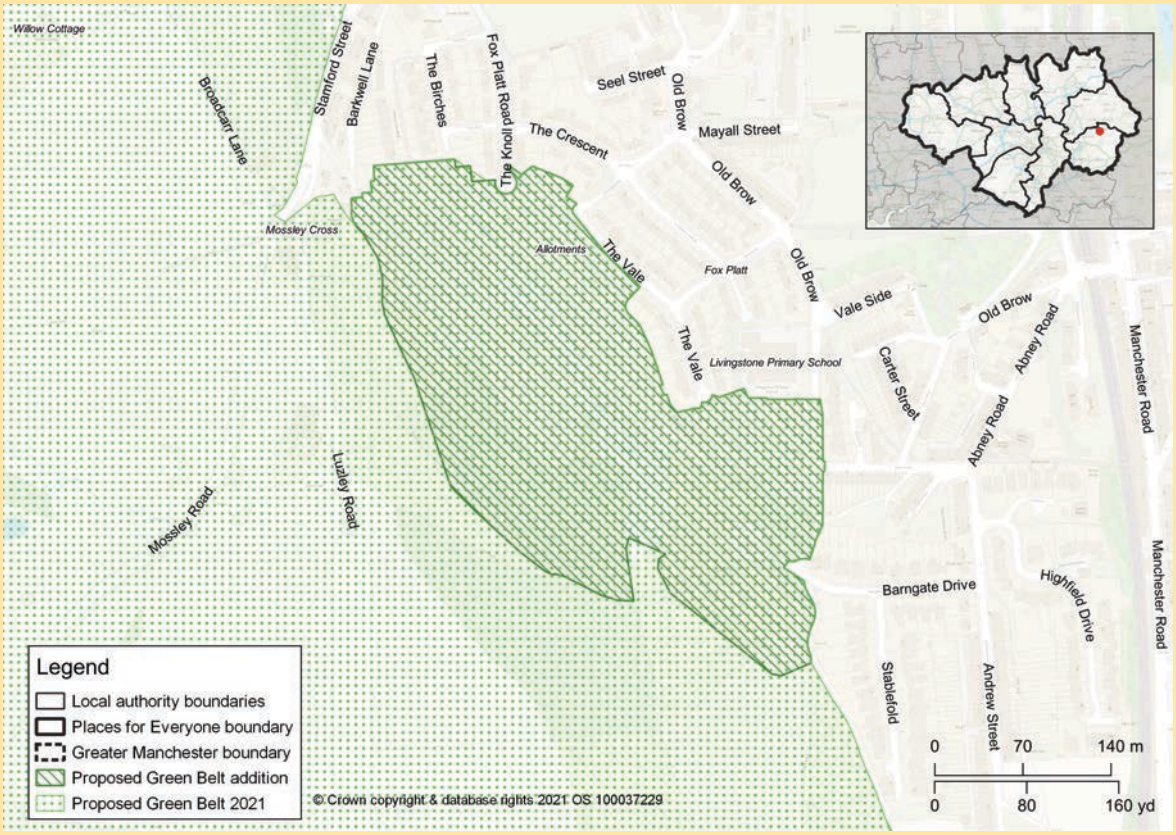


Picture B.32 GBA 30 Blackleach Country Park

Additions to the Green Belt in Tameside

Policy Green Belt Addition 31

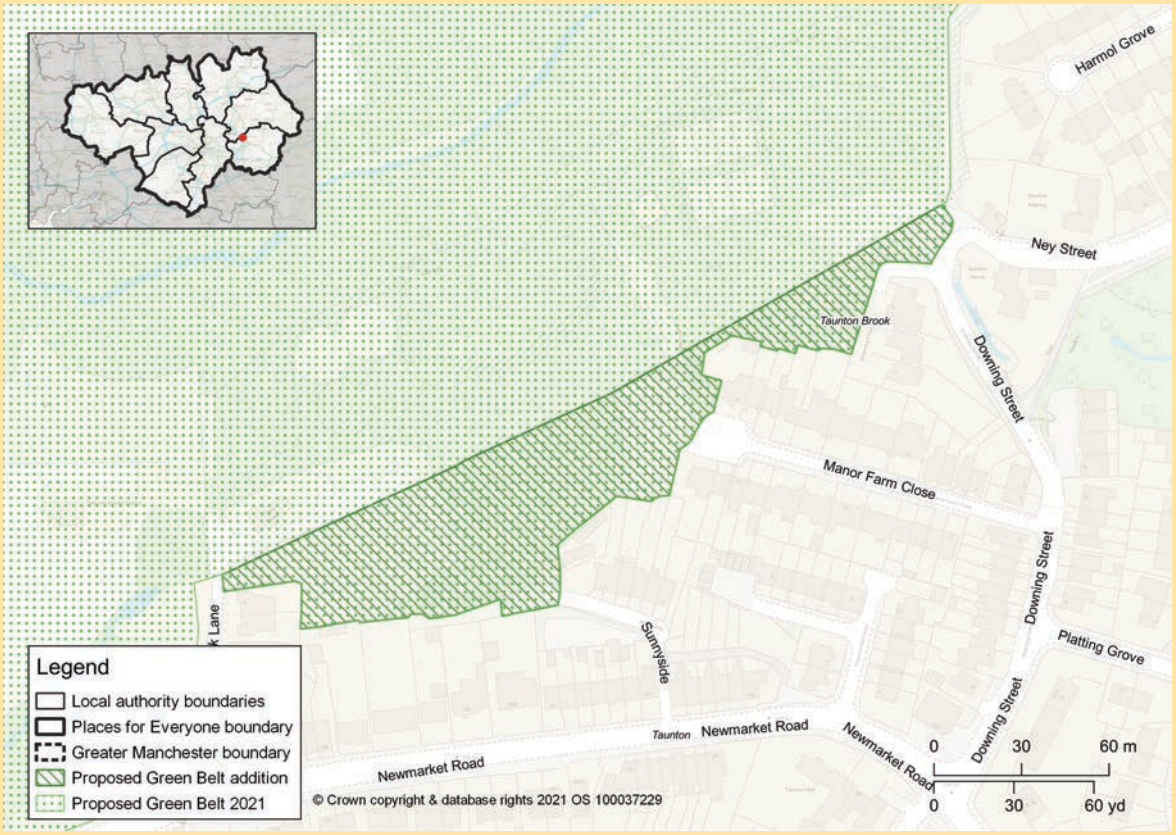
Fox Platt, Mossley



Picture B.33 GBA 31 Fox Platt, Mossley

Policy Green Belt Addition 32

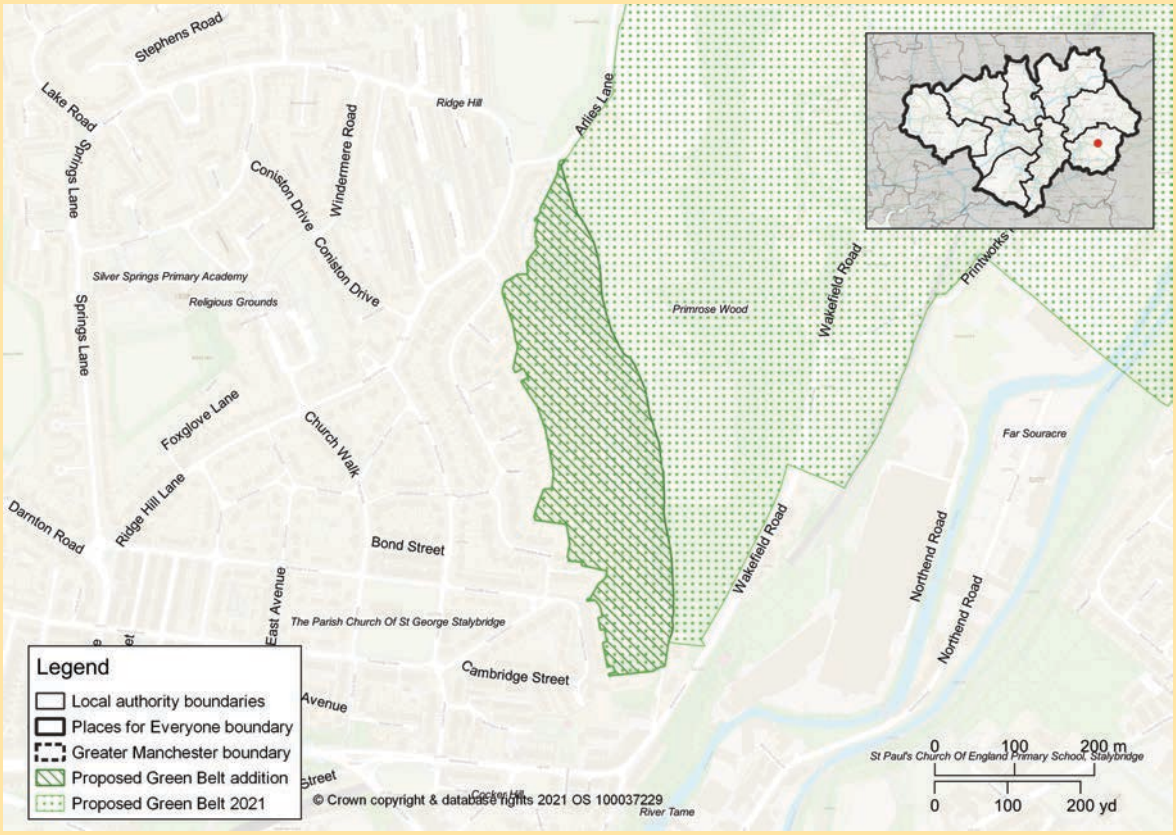
Manor Farm Close, Waterloo, Ashton-under-Lyne



Picture B.34 GBA 32 Manor Farm Close, Waterloo, Ashton-under-Lyne

Policy Green Belt Addition 33

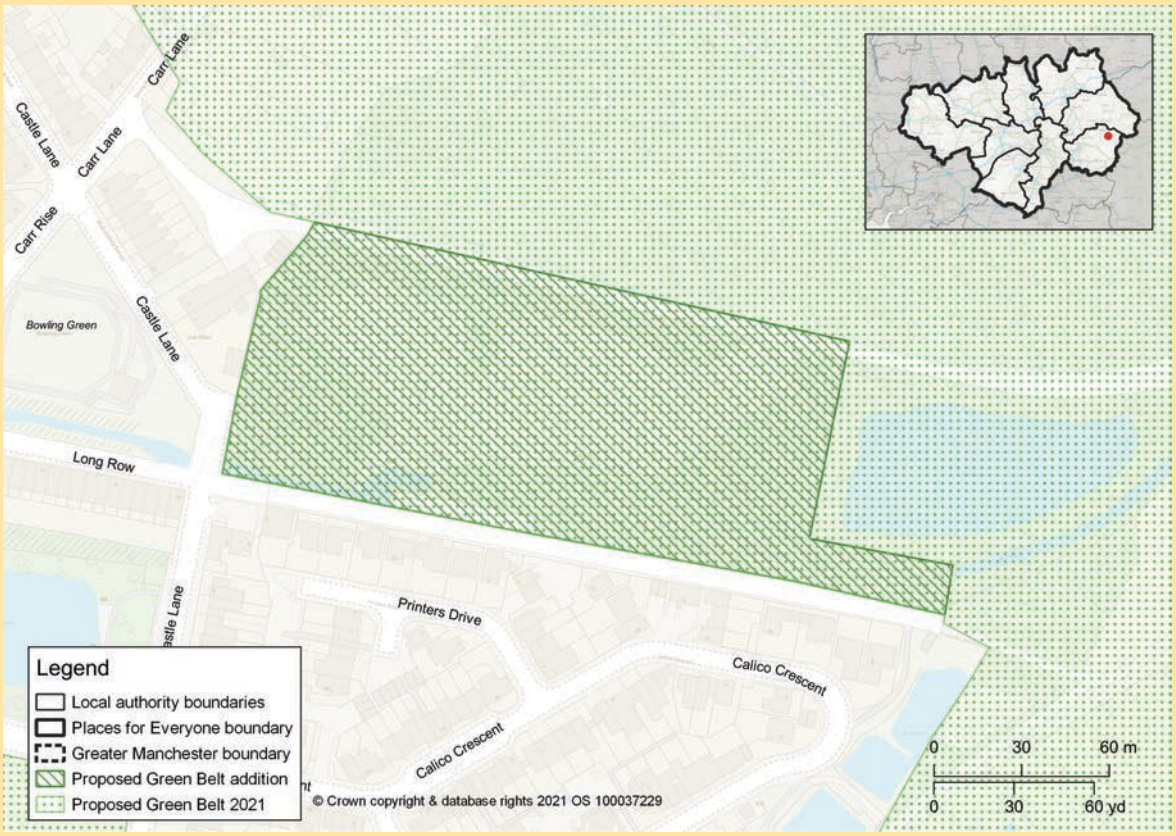
Ridge Hill Lane, Ridge Hill, Stalybridge



Picture B.35 GBA 33 Ridge Hill Lane, Ridge Hill, Stalybridge

Policy Green Belt Addition 34

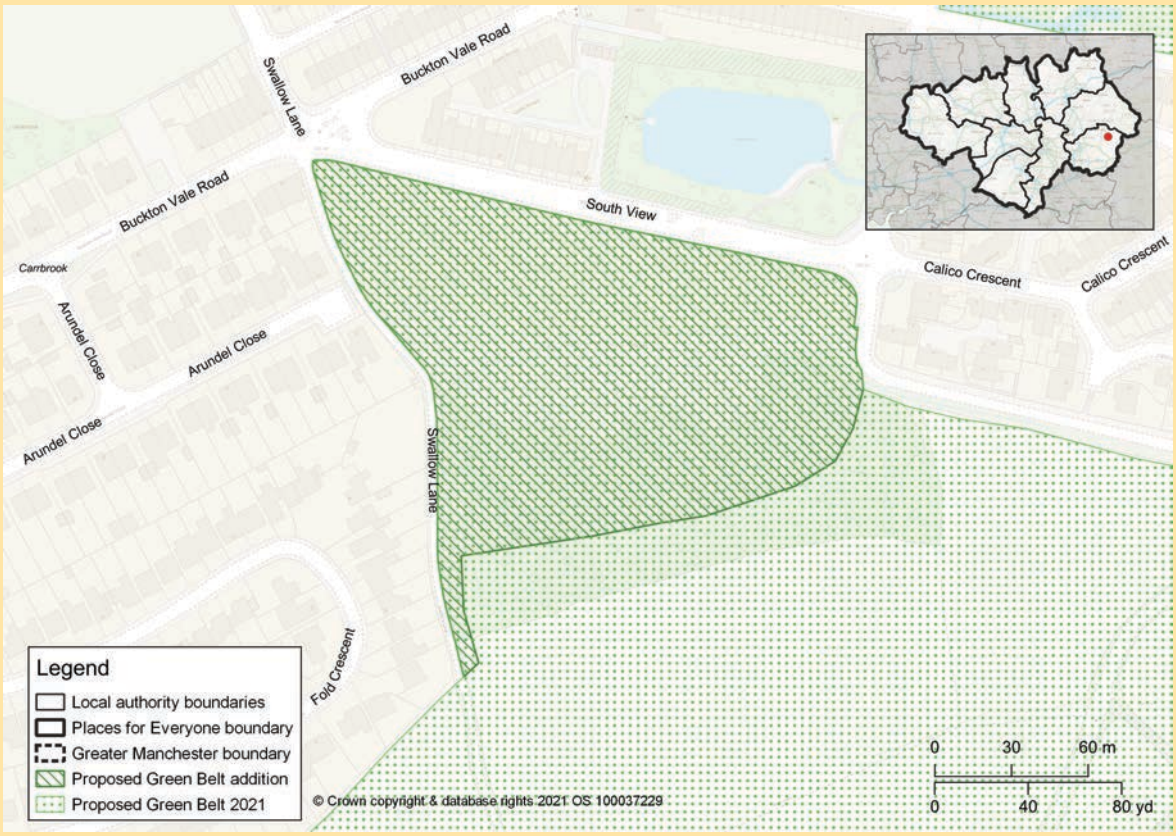
Cowbury Green, Long Row, Carrbrook, Stalybridge



Picture B.36 GBA 34 Cowbury Green, Long Row, Carrbrook, Stalybridge

Policy Green Belt Addition 35

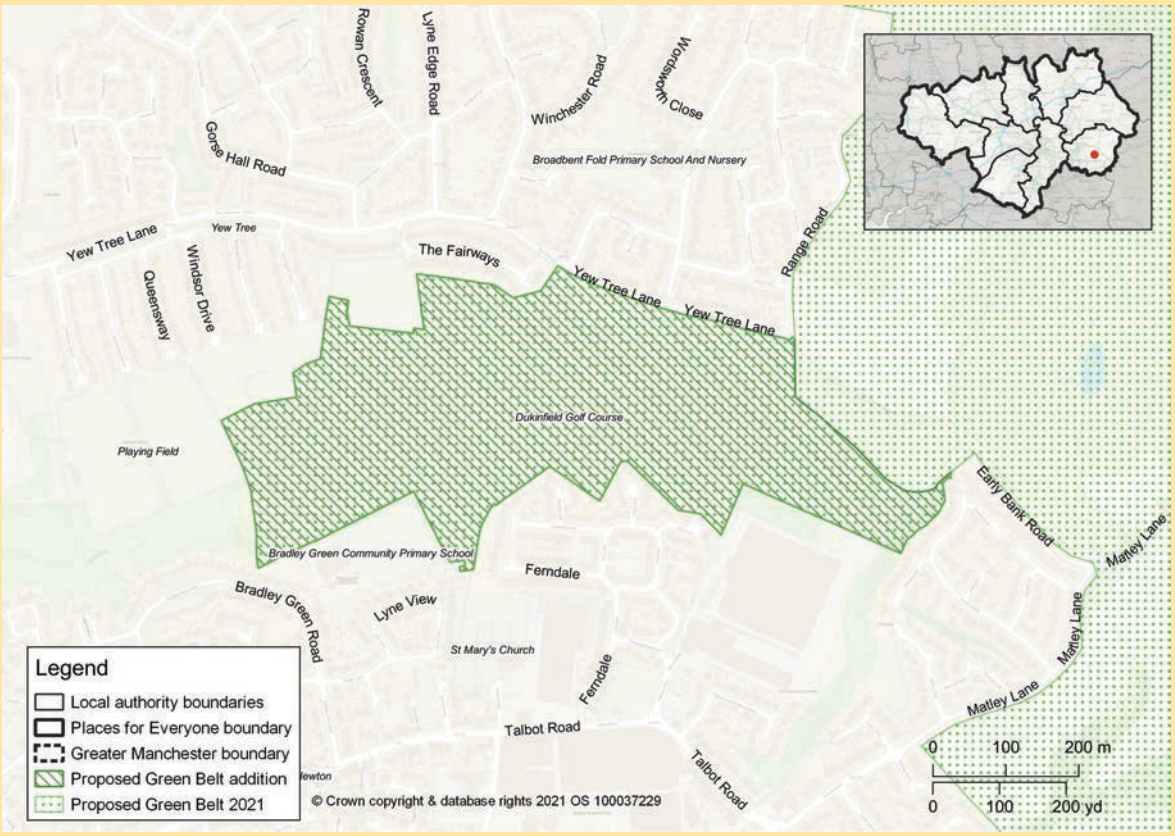
Woodview, South View, Carrbrook, Stalybridge



Picture B.37 GBA 35 Woodview, South View, Carrbrook, Stalybridge

Policy Green Belt Addition 36

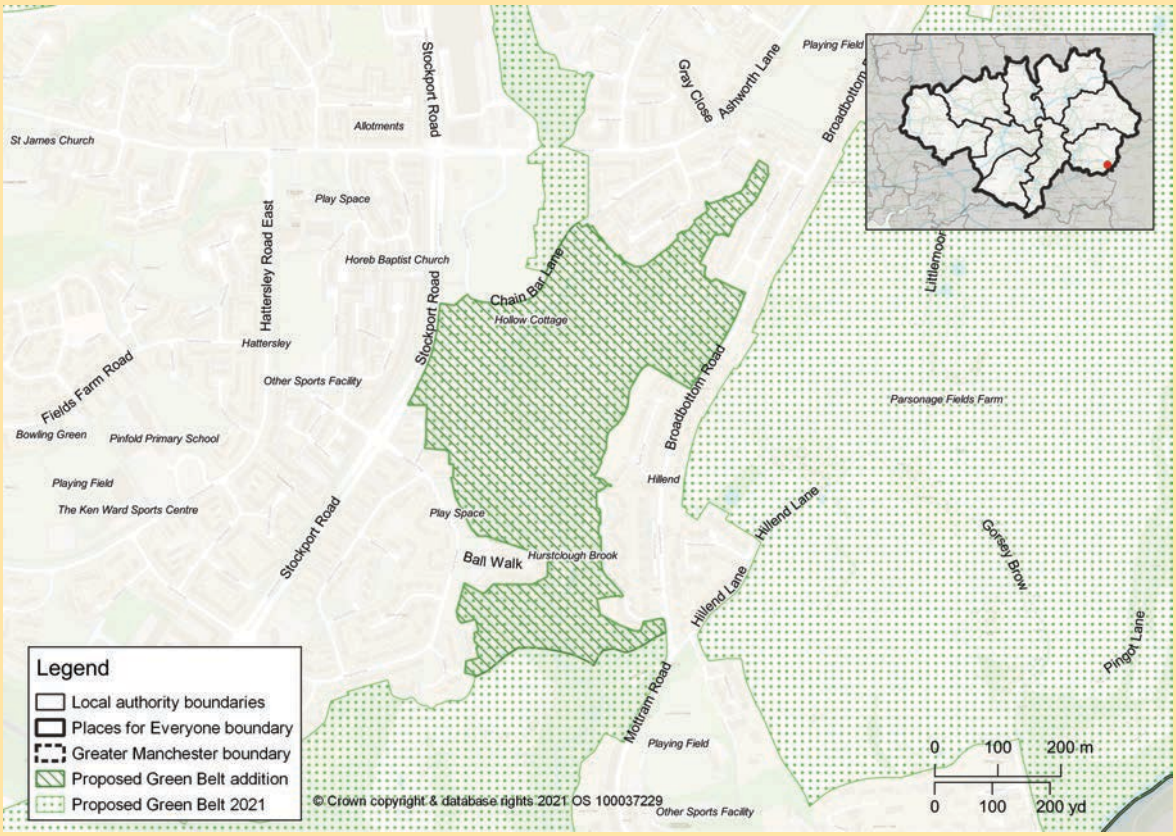
Yew Tree Lane, Dukinfield



Picture B.38 GBA 36 Yew Tree Lane, Dukinfield

Policy Green Belt Addition 37

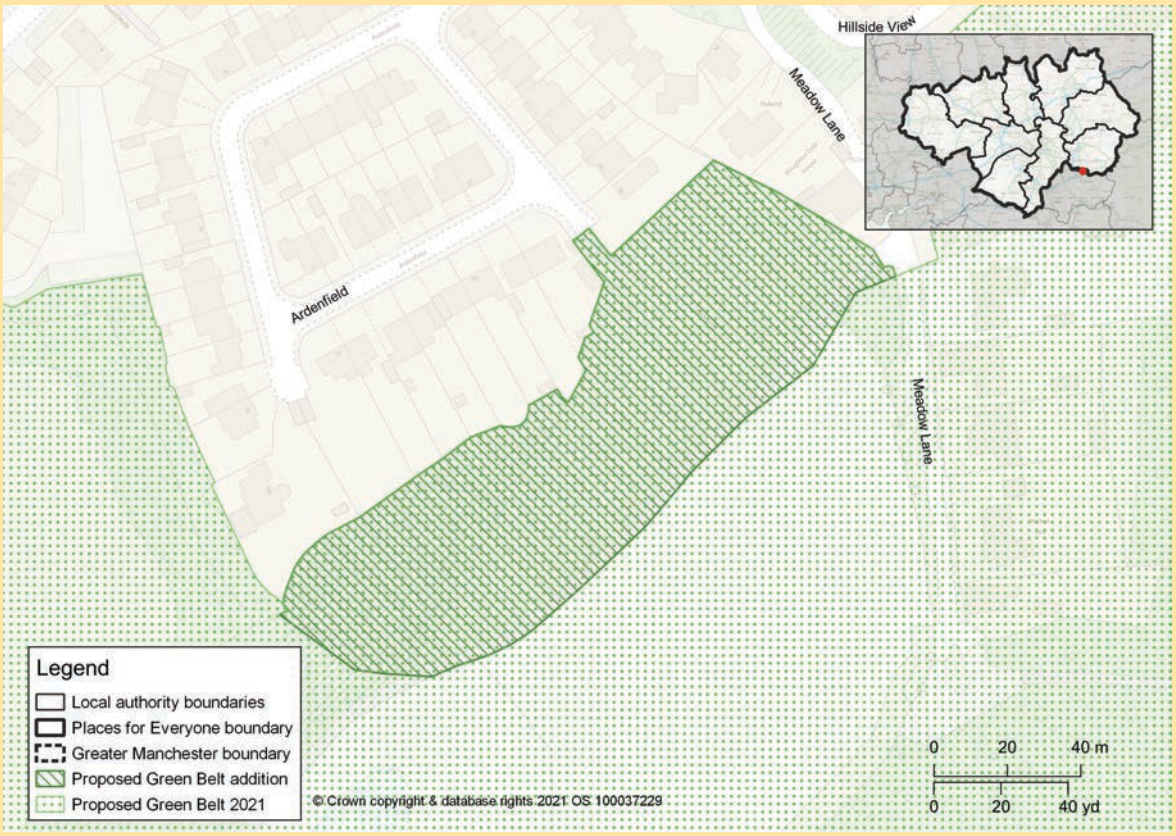
Broadbottom Road, Broadbottom



Picture B.39 GBA 37 Broadbottom Road, Broadbottom

Policy Green Belt Addition 38

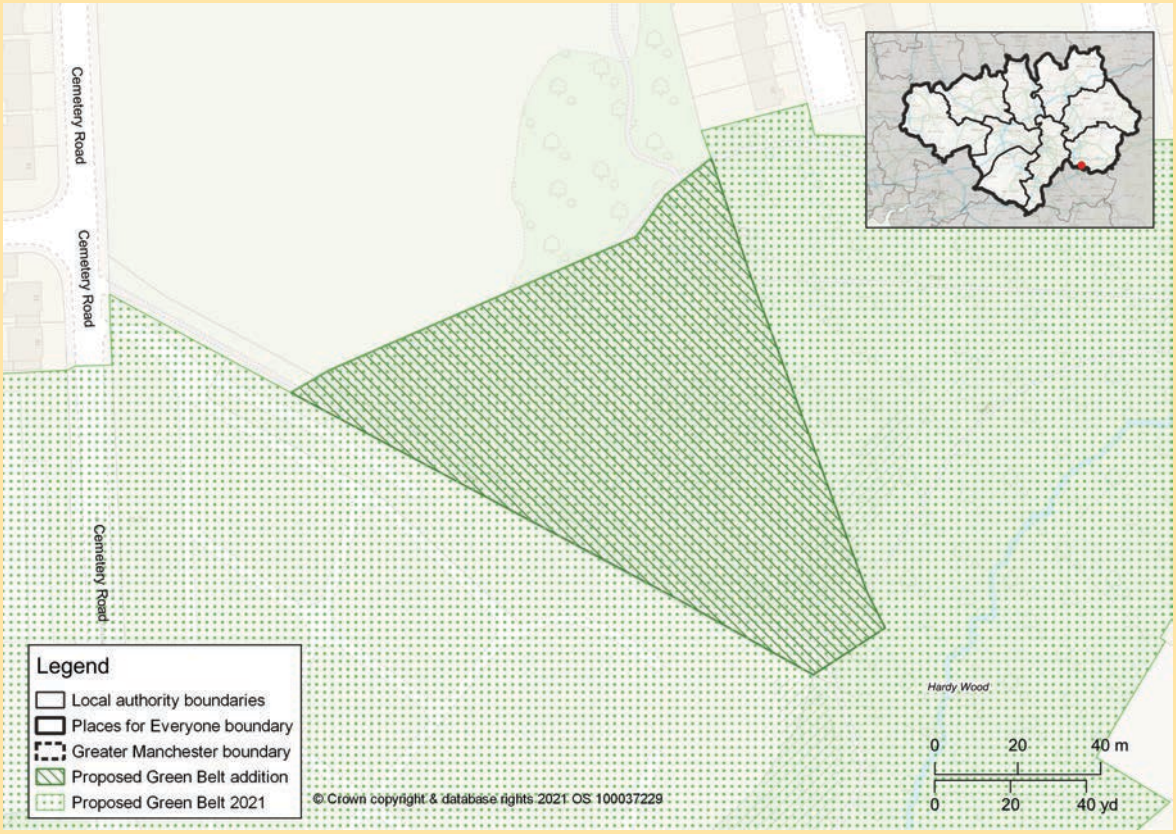
Ardenfield, Haughton Green, Denton



Picture B.40 GBA 38 Ardenfield, Haughton Green, Denton

Policy Green Belt Addition 39

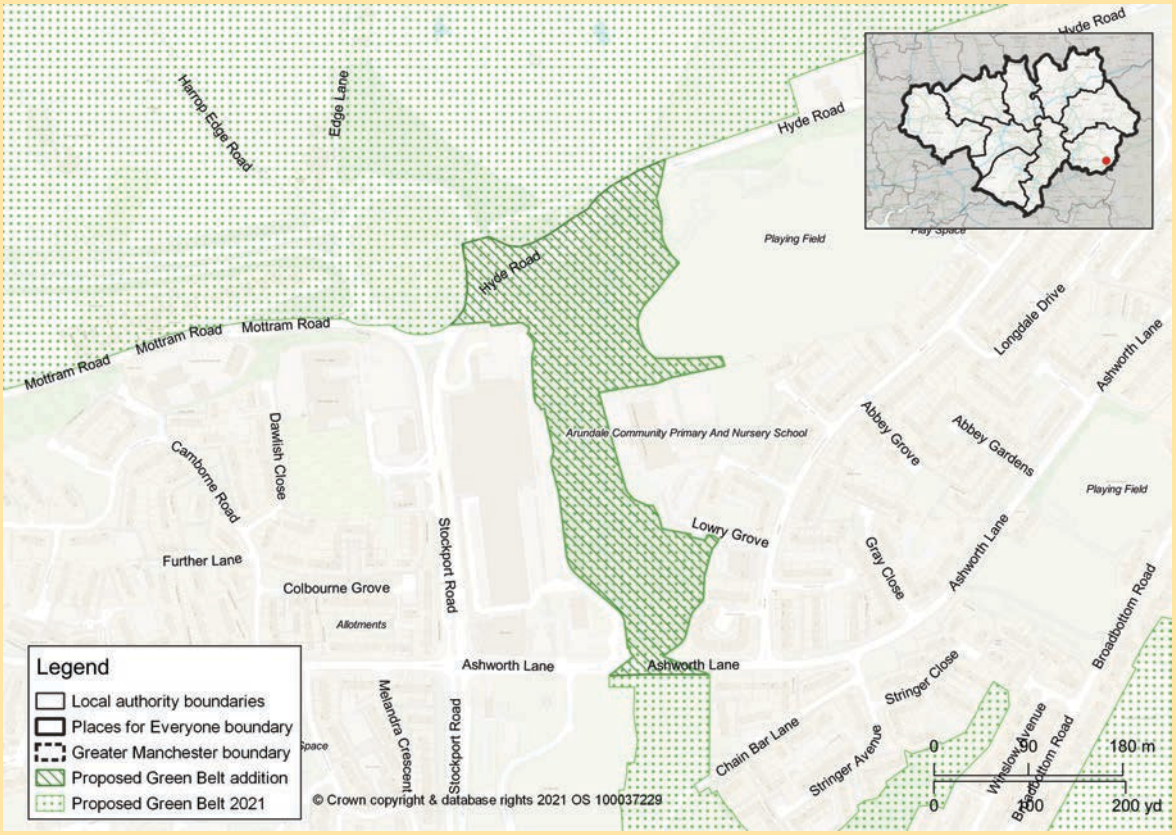
Cemetery Road, Denton



Picture B.41 GBA 39 Cemetery Road, Denton

Policy Green Belt Addition 40

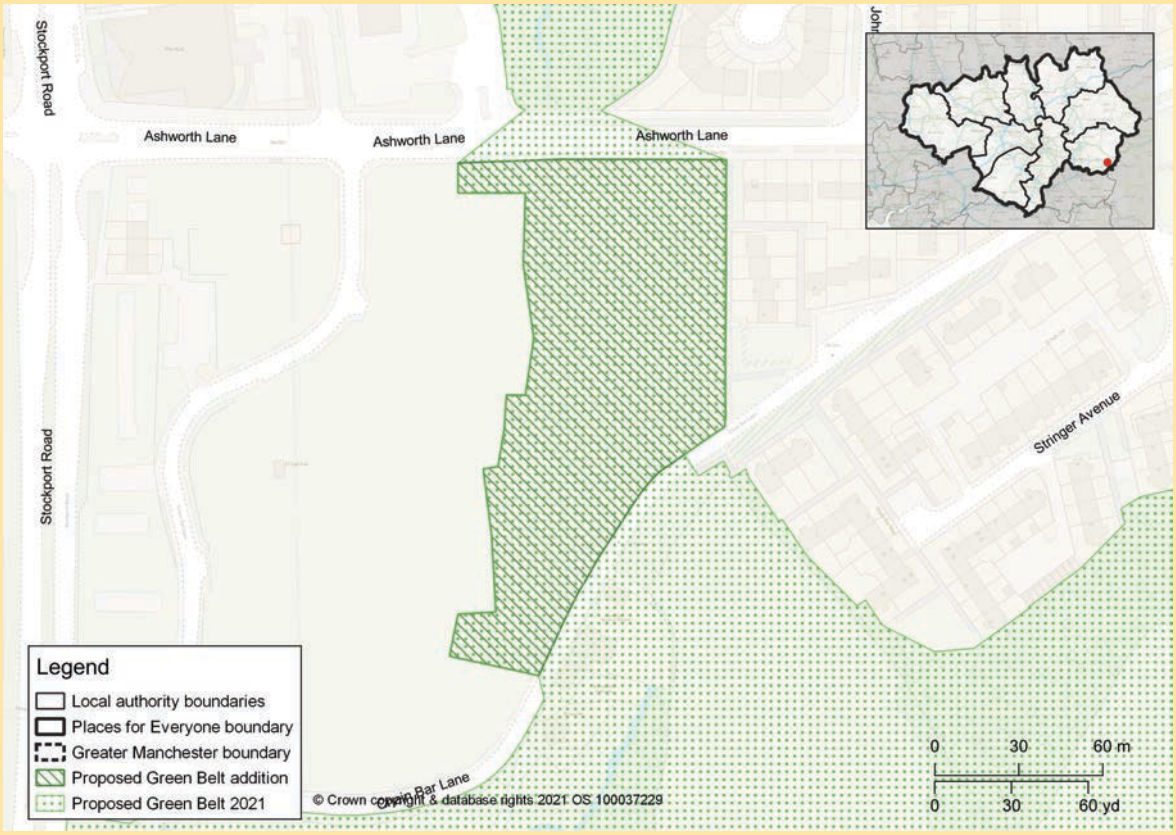
Hyde Road, Mottram



Picture B.42 GBA 40 Hyde Road, Mottram

Policy Green Belt Addition 41

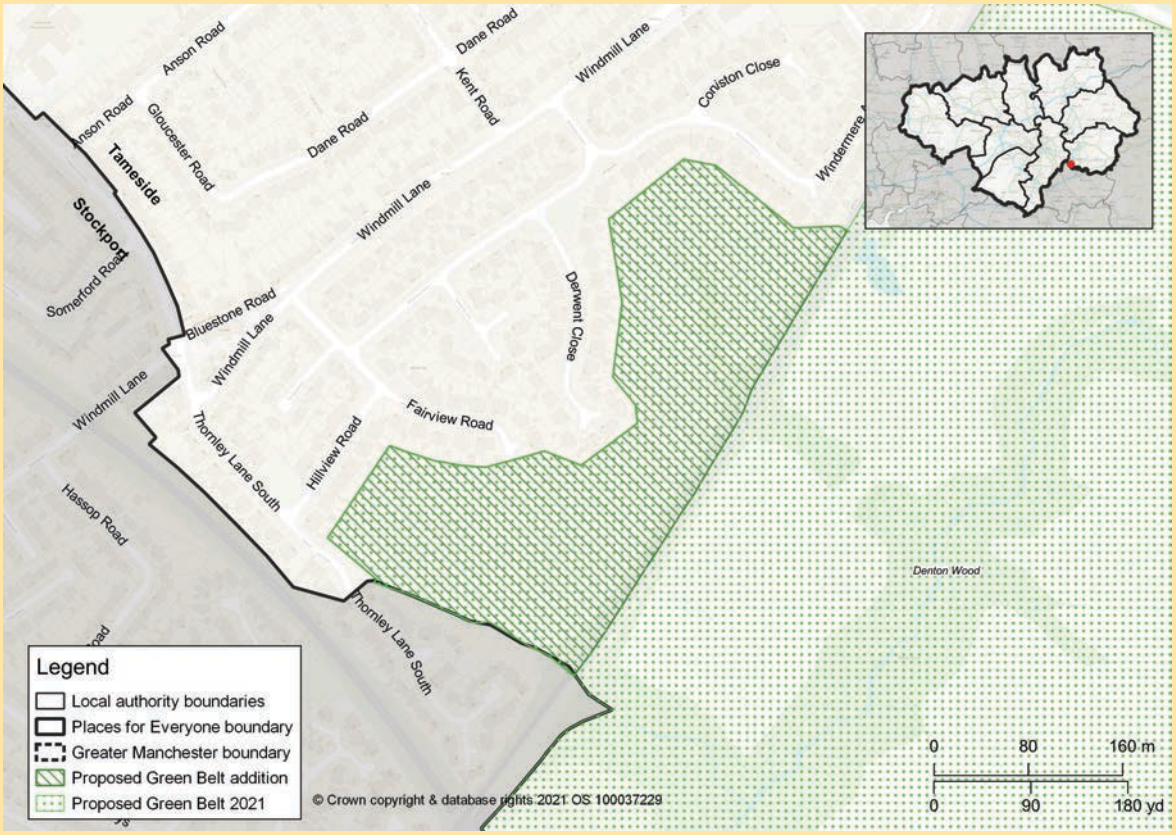
Ashworth Lane, Mottram



Picture B.43 GBA 41 Ashworth Lane, Mottram

Policy Green Belt Addition 42

Horses Field, Danebank, Denton

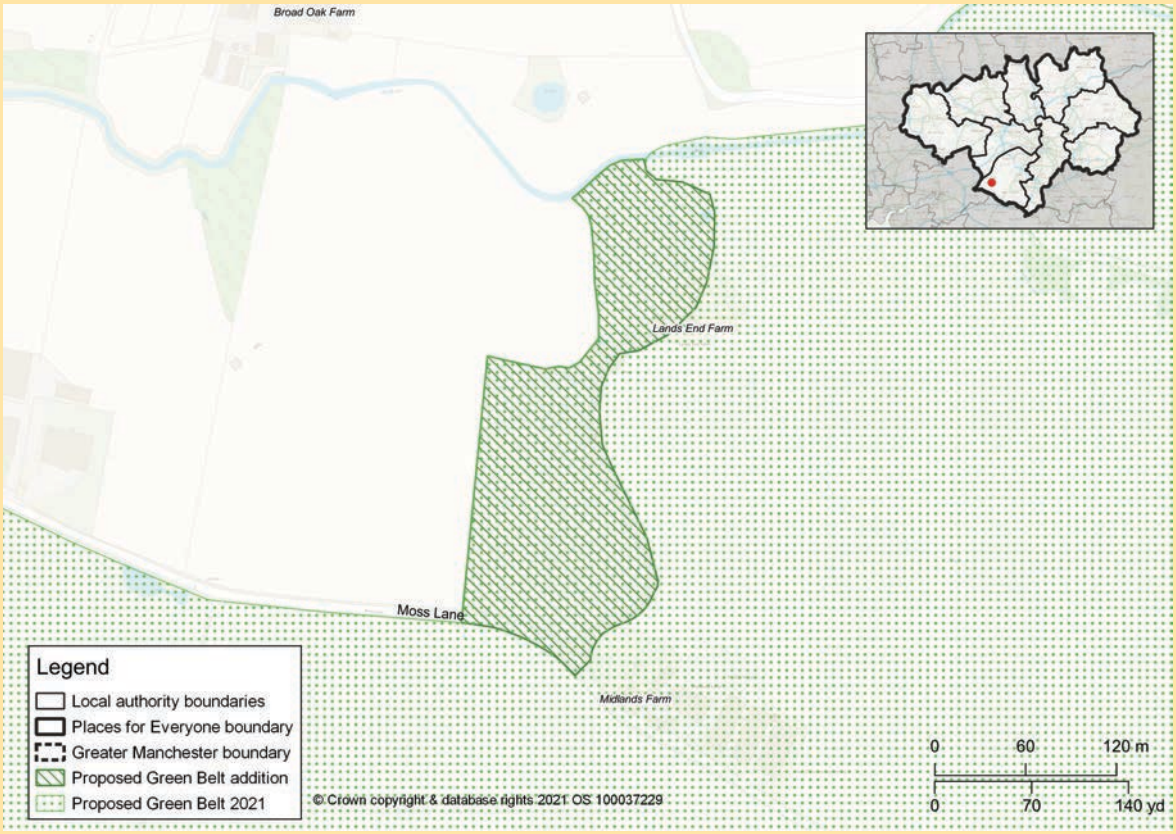


Picture B.44 GBA 42 Horses Field, Danebank, Denton

Additions to the Green Belt in Trafford

Policy Green Belt Addition 43

Midlands Farm, Moss Lane

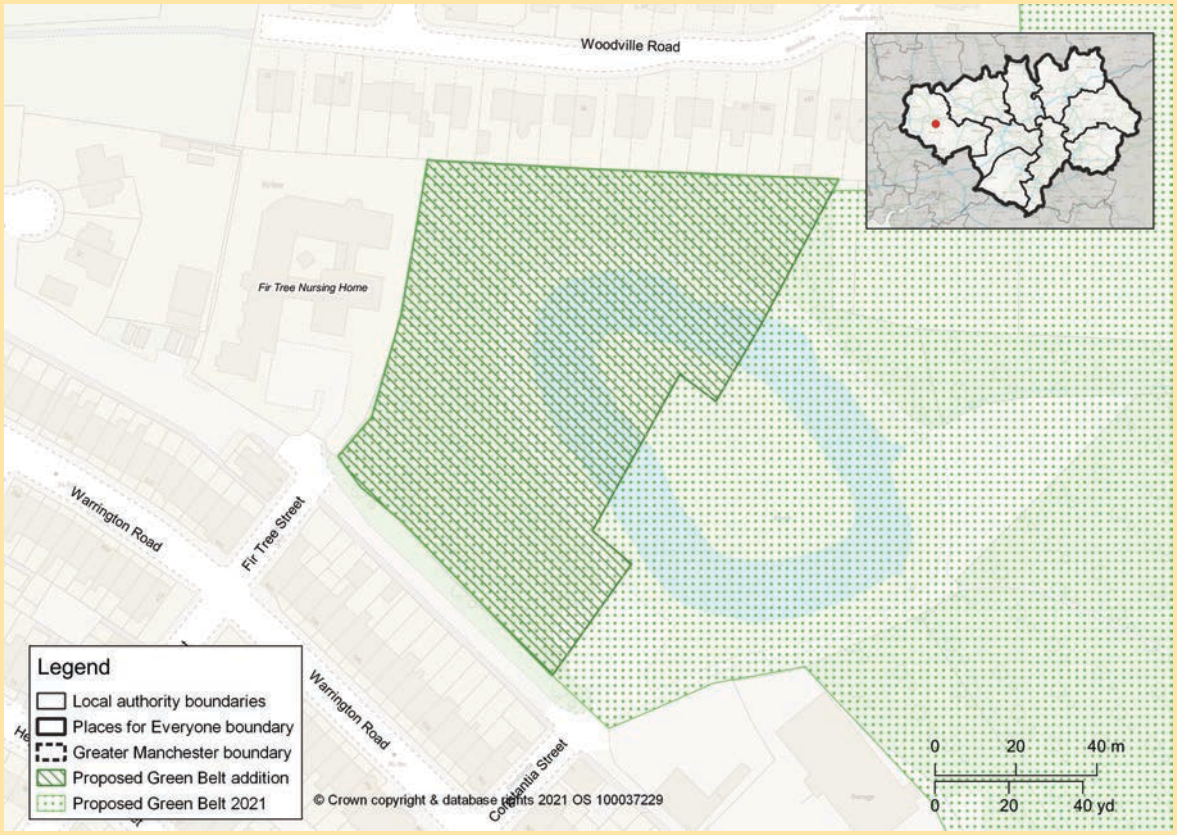


Picture B.45 GBA 43 Midlands Farm, Moss Lane

Additions to the Green Belt in Wigan

Policy Green Belt Addition 44

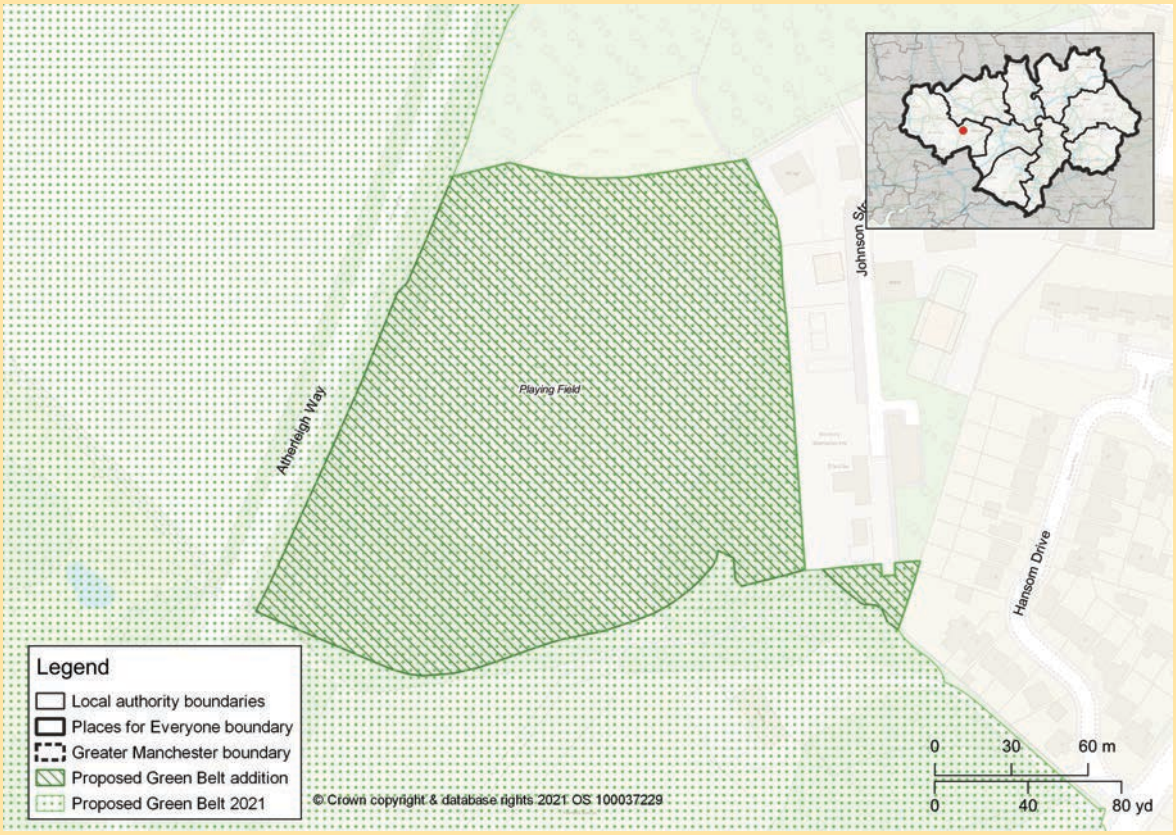
Land off Fir Tree Street, Ince



Picture B.46 GBA 44 Land off Fir Tree Street, Ince

Policy Green Belt Addition 45

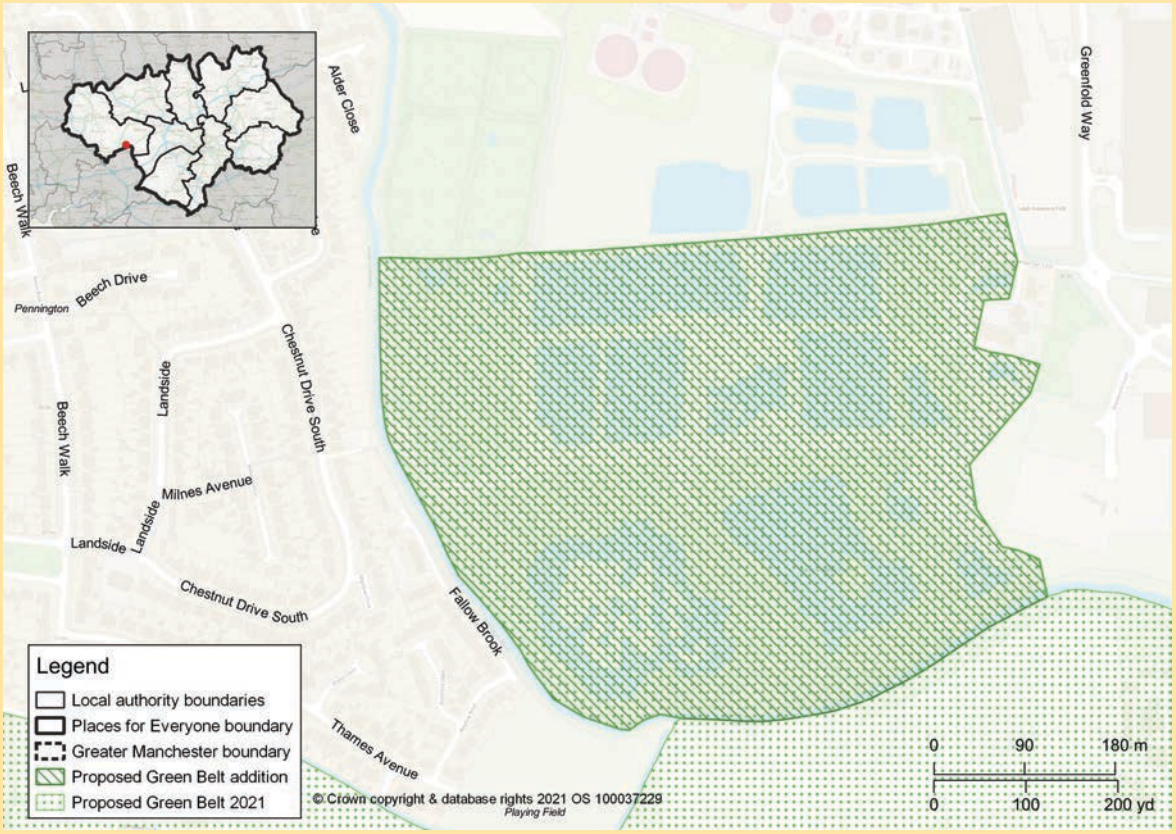
Pennington FC Pitches, Howe Bridge, Atherton



Picture B.47 GBA 45 Pennington FC pitches

Policy Green Belt Addition 46

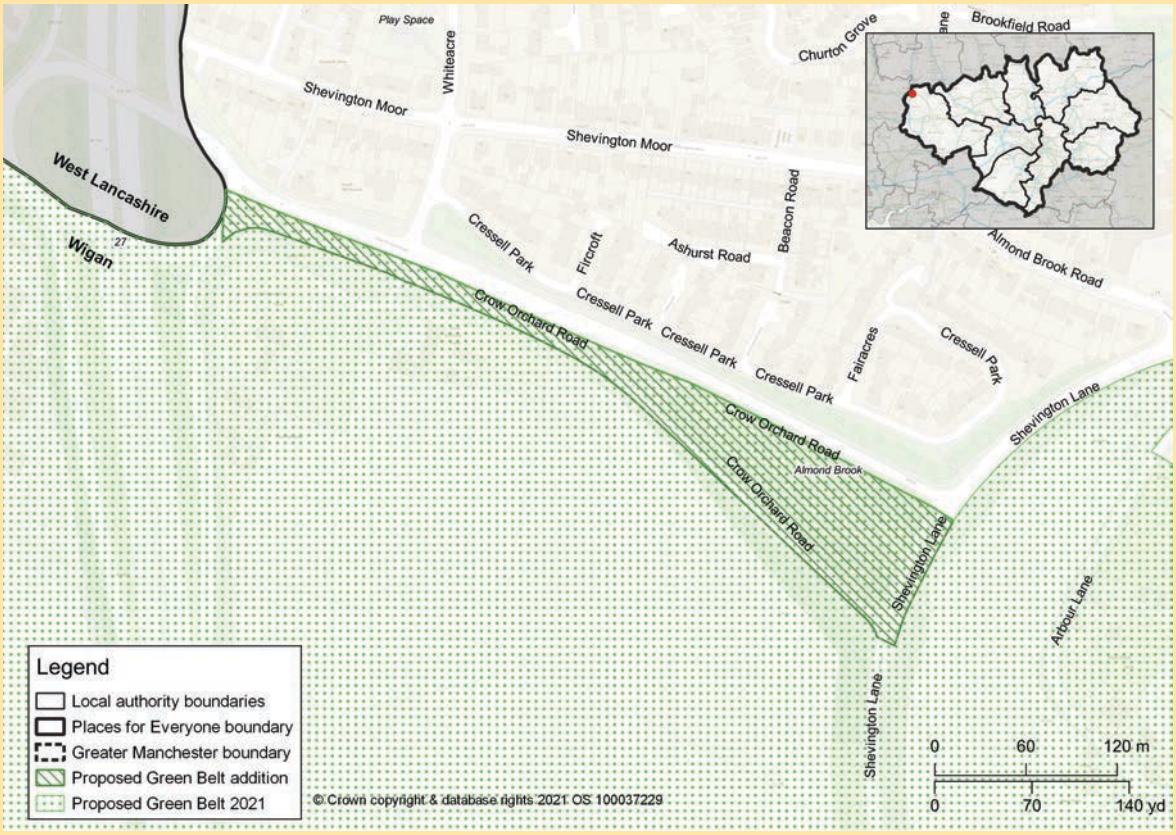
Hope Carr Nature Reserve, Leigh



Picture B.48 GBA 46 Hope Carr Nature Reserve

Policy Green Belt Addition 47

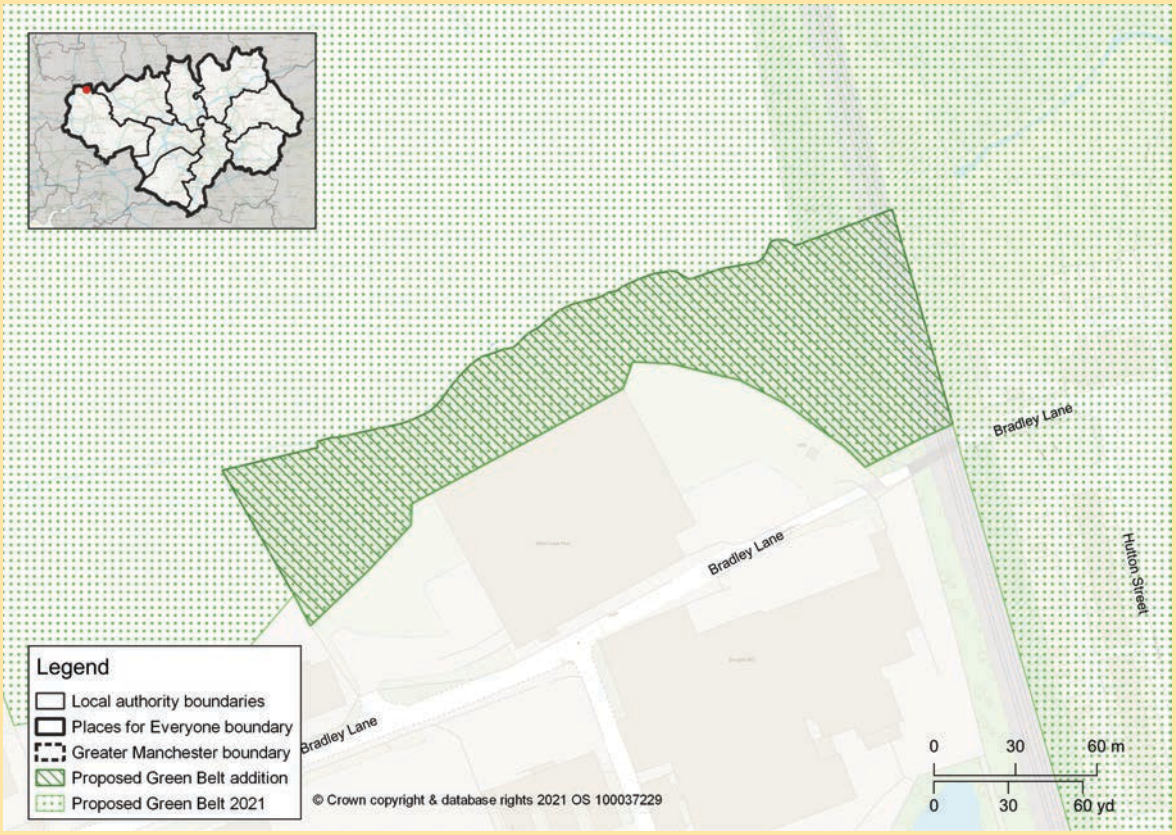
Crow Orchard Road, Standish



Picture B.49 GBA 47 Crow Orchard Road

Policy Green Belt Addition 48

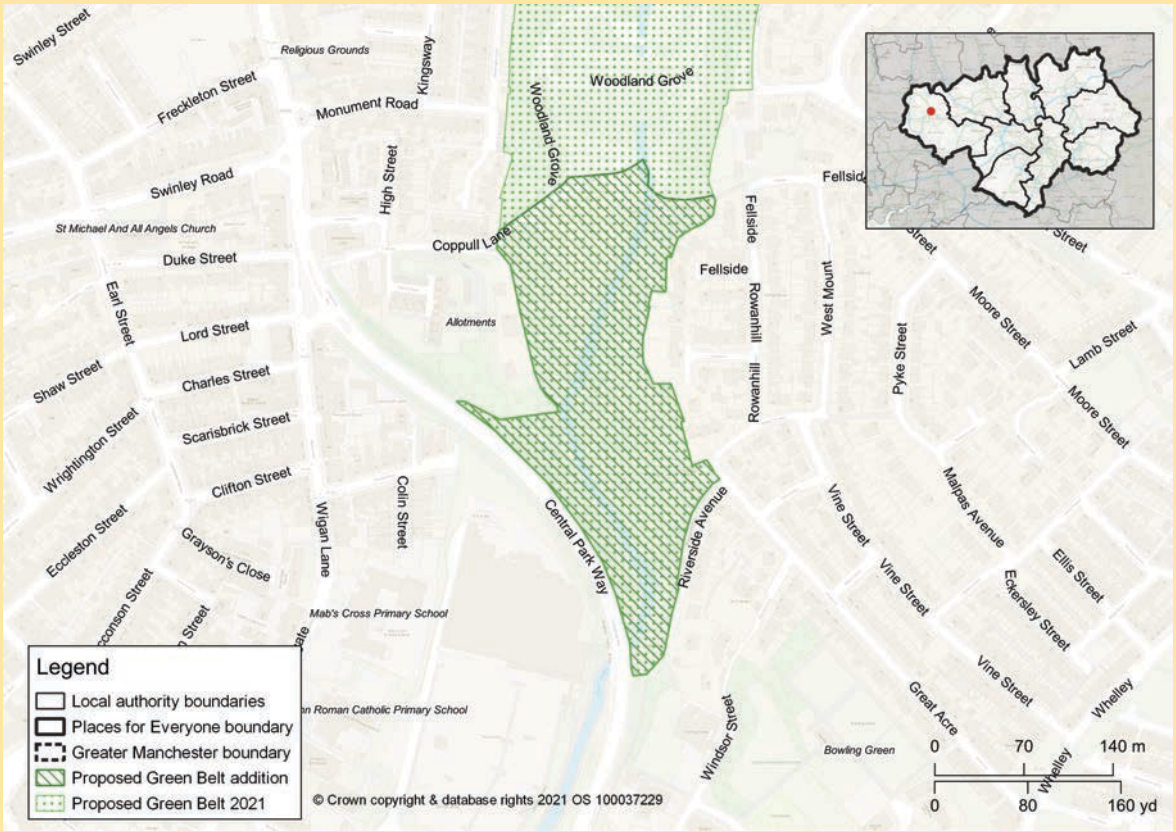
North Bradley Lane, Standish



Picture B.50 GBA 48 North Bradley Lane

Policy Green Belt Addition 49

Coppull Lane, Wigan

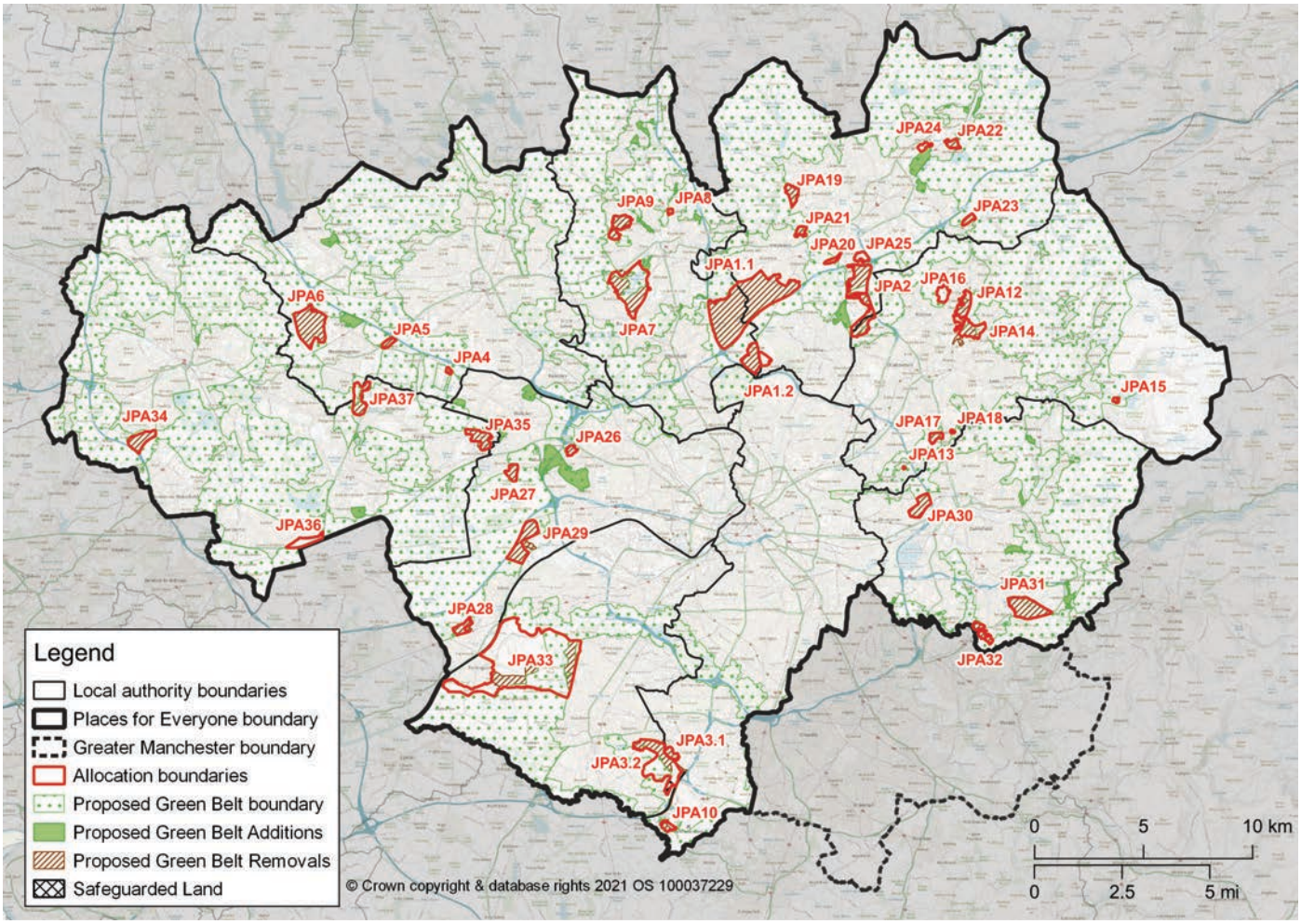


Picture B.51 GBA 49 Coppull Lane

Appendix C

Places for Everyone 2021 Policies Map

Places for Everyone Policies Map



Picture C.2 Places for Everyone 2021 Policies Map

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Report to Cabinet

Local Development Scheme 2021

Portfolio Holder:
Councillor Roberts, Cabinet Member for Housing

SRO: Helen Lockwood, Deputy Chief Executive – People and Place

Officer Contact: Emma Barton, Director of Economy

Report Author: Elizabeth Dryden-Stuart, Team Leader – Strategic Planning and Information, ext. 1672

Cabinet: 26 July 2021

Reason for Decision
To approve the update and publication of the council's Local Development Scheme (LDS) 2021.

Executive Summary

The council has to prepare a Local Plan to ensure that we have an up-to-date and comprehensive planning framework to support the borough's economic, environmental and social objectives. The Local Development Scheme (LDS) is the project plan for the Local Plan. It sets out details and timetables about the planning documents we will prepare, including:

- Oldham's Local Plan (incorporating site allocations); and
- Places for Everyone Joint Development Plan Document for 9 Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan)

This update has been prepared to amend references from GMSF to Places for Everyone (PfE), reflect the revised timeline for PfE and the review of Oldham's Local Plan.

This update (‘Issue 12’) is effective from 3 August 2021.

Recommendations

It is recommended that the Local Development Scheme 2021 is approved and published with effect from 3 August 2021.

Cabinet	26 July 2021
O&S	21 July 2021
Leadership	12 July 2021

Local Development Scheme 2021

1 Background

1.1 The council has to prepare a Local Plan to provide an up-to-date and comprehensive planning framework that will support the borough's economic, environmental and social objectives. The Local Development Scheme (LDS) is a public statement setting out the council's project plan for preparing the Local Plan and its supporting documents.

1.2 In accordance with Section 15(7) of the Planning and Compulsory Purchase Act 2004 (as amended by the Localism Act 2011), this LDS replaces 'Issue 11' and shall have effect from 3 August 2021.

1.3 The purpose of the LDS is to:

- Set out what planning policy documents exist and what new documents will be prepared as part of, and in support of, the Local Plan;
- Set out the timescales the public can expect for the preparation and review of these documents;
- Indicate when the local community can get involved and influence the plan-making process;
- Enable work programmes to be set for the preparation of Local Plan documents; and
- Show how the programme for the production of documents will establish and reflect the council's priorities and to assist the programming of other council strategies and programmes.

1.4 Following approval the LDS will then be published in line with the council's Statement of Community Involvement and placed on the council's website.

1.5 The main changes between this LDS and that published in September 2020 ('Issue 11') are as follows:

- References to Greater Manchester's Plan for Homes, Jobs and the Environment (GMSF) have been replaced with Places for Everyone Joint Development Plan Document and the profile has been amended to reflect the most recent timetable; and

- The profiles for the Local Plan review and Proposals Map have been amended to reflect changes to the timetable.

2 Current Position

2.1 Oldham's Local Plan currently comprises a series of documents which together provide the statutory development plan for the borough and are:

- The Joint Core Strategy and Development Management Policies Development Plan Document, adopted in November 2011;
- Proposals Map, dated April 2013;
- The Greater Manchester Joint Waste Plan, adopted in April 2012; and
- The Greater Manchester Joint Minerals Plan, adopted in April 2013.

2.2 In addition to the above there are a limited number of policies from the Oldham Unitary Development Plan (2006) that have been 'saved'. There are also supporting documents such as:

- The Statement of Community Involvement (SCI), adopted September 2020;
- Supplementary Planning Documents and Interim Planning Position Papers; and
- Oldham's Monitoring Reports.

2.3 Up until December 2020 a joint development plan document (DPD) of the ten Greater Manchester local authorities was being prepared - Greater Manchester's Plan for Jobs, Homes & the Environment (known as the "GMSF"). The GMSF 2020 had reached the Regulation 19 (Publication) stage of the process. However, the withdrawal of Stockport Council from GMSF signalled its end as a joint plan for the ten Greater Manchester districts.

2.4 The nine remaining GM councils (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan), have agreed to form a joint committee to prepare Places for Everyone - a joint development plan document for jobs, new homes and sustainable growth across their boroughs.

2.5 The proposed timetable for the remaining stages of the PfE Joint DPD is set out in the LDS and in table 1 below.

2.6 Once adopted the PfE Joint DPD becomes part of the Local Plan for Oldham.

2.7 Whilst the PfE Joint DPD will be part of Oldham's Local Plan 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 strategic policies set out in the PfE Joint DPD and interpret these at a more detailed local level to support the creation of locally distinctive high-quality places/neighbourhoods.

2.8 The current Core Strategy was adopted in November 2011 and a review of Oldham's Local Plan is required to:

- Meet the requirements set out in NPPF, particularly in relation to the need for Local Plans to be reviewed every five-years and then updated as appropriate;
- Update policies, particularly those in relation to housing and employment, to reflect changes in market signals, local circumstances and priorities and legislation, in order to provide a succinct and up-to-date plan in line with the requirements set out in NPPF; and

- Reflect the strategic policies proposed in the PfE Joint DPD, providing further direction and guidance at the local level.

2.9 The Local Plan will therefore 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,

2.10 Section 5 of the LDS includes profiles for both the PfE Joint DPD and Oldham's Local Plan, setting out a broad timetable for the preparation of each. Preparation of the Local Plan continues to twin-track preparation of the PfE Joint DPD where possible. The timetables for both are set out in table 1 below

Table 1 - Timetables for the PfE Joint DPD and Local Plan review

GMSF / PfE Joint DPD Stage	GMSF / PfE Joint DPD	Local Plan Review Stage	Local Plan Review
Initial consultation on the objectively assessed development need	November 2014		
Consultation on vision, strategy and growth options	October to December 2015		
Consultation on 2016 Draft GMSF	October 2016 to January 2017		
		Consultation on Regulation 18 Notification and Scoping Report	July to August 2017
Consultation 2019 Draft GMSF	January to March 2019		
Places for Everyone Publication Plan 2021	August to October 2021		
		Consultation on Issues and Options (Regulation 18)	July to August 2021
Submission	January 2022		
		Consultation on Draft Plan (Regulation 18)	June to July 2022
Examination			
Adoption	December 2022		
		Consultation on Public Plan (Regulation 19)	June to July 2023
		Submission	September 2023
		Examination	

GMSF / PfE Joint DPD Stage	GMSF / PfE Joint DPD	Local Plan Review Stage	Local Plan Review
		Adoption	Summer 2024

3 Options/Alternatives

3.1 Option 1 - To approve and publish the Local Development Scheme 2021.

Advantages – updating the LDS means that people will have certainty over the timetable for preparing our planning documents; national planning guidance and legislation requires the preparation of a LDS and that it must be kept up to date.
Disadvantages – there are no disadvantages to updating the LDS.

3.2 Option 2 – Not to approve and publish the Local Development Scheme 2021.

Advantages – there are no advantages in not updating the LDS.
Disadvantages – not approving the LDS means that people will have less certainty and confidence in our planning documents coming forward; not updating the LDS means the Council will not be in line with national planning guidance and legislation.

4 Preferred Option

4.1 Option 1 – to approve and publish the Local Development Scheme 2021 for the reasons set out above in section 3.

5 Consultation

5.1 Consultation has been carried out with the Leader and Portfolio Holder.

Communications

5.2 The updated LDS and timetable should be published on the council website and be made accessible to residents through alternative formats.

(J Beckett)

6 Financial Implications

6.1 The cost of the additional production / distribution of the revised plan can be fully met from within current budgets held within the Development Control and Planning Service area. (Jamie Kelly)

7 Legal Services Comments

7.1 In accordance with S15(8) of the Planning and Compulsory Purchase Act 2004 (as amended) the Council must revise their local development scheme at such time as they consider appropriate. The Council must make the up-to-date text of the LDS, a copy of any amendments made to the LDS, and up-to-date information showing the state of the Council's compliance (or non-compliance) with the timetable for

the preparation and revision of the development plan documents available to the public. Under the Council's Local Development Framework Scheme of Delegation, annual reviews of the LDS are the responsibility of the Cabinet. (A Evans)

8. **Co-operative Agenda**

8.1 The Local Plan follows the values of the Cooperative Agenda. The LDS, which is the project plan for the Local Plan, is being prepared in an open manner following the democratic processes of local government. The LDS allows people to see how and when they can get involved in the plan-making process. The planning process follows the values of the Cooperative Agenda through its consultation with local residents and communities and its open and democratic processes.

9 **Human Resources Comments**

9.1 Not applicable

10 **Risk Assessments**

10.1 The Local Plan is a key document in supporting the planning process and reducing the risk of challenge to future decisions (Mark Stenson)

11 **IT Implications**

11.1 Not applicable

12 **Property Implications**

12.1 There are no property comments at this time. (Bryn Cooke).

13 **Procurement Implications**

13.1 Not applicable

14 **Environmental and Health & Safety Implications**

14.1 The Local Plan will be the new land use plan and will have beneficial environmental impacts. Preparation of the Local Plan will need to be supported, and informed, by an Integrated Assessment, that incorporate sustainability appraisal requirement and considers the social, economic and environmental impacts of the Local Plan. The LDS as the project plan has no implications.

15 **Equality, community cohesion and crime implications**

15.1 The Local Plan is an important element of achieving community cohesion and addressing crime, and will require the completion of an equalities impact assessment as necessary. The LDS as the project plan has no implications.

16 **Equality Impact Assessment Completed?**

16.1 No

17 **Key Decision**

17.1 Yes

18 **Key Decision Reference**

18.1 HSG-02-21

19 **Background Papers**

19.1 No

20 **Appendices**

20.1 Local Development Scheme 2021

Oldham Local Plan

Local Development Scheme

Effective from 03.08.21

Oldham Council

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10 Glossary of terms 25
11 Appendix 1 - Saved UDP policies and schedule of local development documents 27

1 Availability of document

1.1 This document can be made available in other formats. Please call 0161 770 1672 for information.

2 Introduction

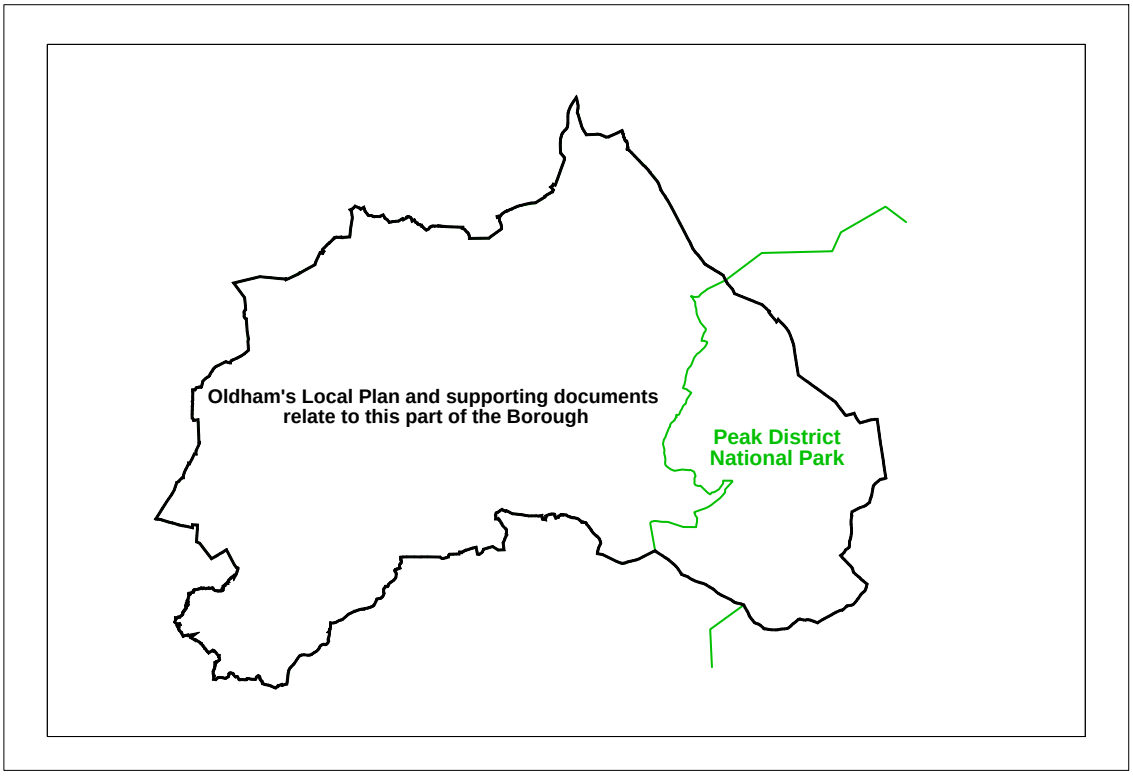
2.1 The Local Development Scheme (LDS) is a public statement setting out the council's project plan for preparing the Local Plan and its supporting documents. This LDS shall have effect from 3rd August 2021.

2.2 The purpose of the LDS is to:

- Set out what planning policy documents exist and what new documents will be prepared as part of, and in support of, the Local Plan;
- Set out the timescales the public can expect for the preparation and review of these documents;
- Indicate when the local community can get involved and influence the plan-making process;
- Enable work programmes to be set for the preparation of Local Plan documents; and
- Show how the programme for the production of documents will establish and reflect the council's priorities and to assist the programming of other council strategies and programmes.

2.3 The LDS sets out a programme for the preparation of Oldham's Local Plan for the whole of the borough except that part which falls within the Peak District National Park.

Figure 1 - Geographical coverage of the borough's local planning policies



2.4 The LDS must be made available to the public and kept up to date. It is important that local communities and interested parties can keep track of progress. Once completed local authorities are required to publish the LDS on their website.

2.5 The main changes to this LDS and that published in September 2020 ('Issue 11') are as follows:

- References to Greater Manchester's Plan for Homes, JObs and the Environment (GMSF) have been replaced with Places for Everyone Joint Development Plan Document (PfE Joint DPD) and the profile has been amended to reflect the most recent timetable; and
- The profiles for the Local Plan review and Proposals Map have been amended to reflect changes to the timetable.

2.6 Up until December 2020 a joint development plan document (DPD) of the ten Greater Manchester local authorities was being prepared - Greater Manchester's Plan for Jobs, Homes & the Environment (known as the "GMSF"). The GMSF 2020 had reached the Regulation 19 (Publication) stage of the process. However, the withdrawal of Stockport Council from GMSF signaled its end as a joint plan for the ten Greater Manchester districts.

2.7 The changes to the GMSF / PfE Joint DPD terminology are therefore needed to reflect that the nine remaining Greater Manchester councils (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) have agreed to form a joint committee to prepare Places for Everyone - a joint development plan document for jobs, new homes and sustainable growth across their boroughs.

3 Oldham's Local Plan

3.1 Figure 2 shows the existing components of Oldham's Local Plan. It comprises a series of documents which together provide the statutory development plan for the borough:

- The Joint Core Strategy and Development Management Policies Development Plan Document (Joint DPD)[1], adopted in November 2011;
- Proposals Map, [2] dated April 2013;
- The Greater Manchester Joint Waste Plan, [3]adopted in April 2012; and
- The Greater Manchester Joint Minerals Plan, [4] adopted in April 2013.

3.2 There are also a limited number of policies from the Oldham Unitary Development Plan (2006) that have been 'saved' and which continue to form part of the borough's Local Plan. These polices are listed in Appendix 1.

3.3 Other documents that sit alongside and support the Local Plan include:

- The Statement of Community Involvement (SCI)[5], adopted 9 September 2020;
- Supplementary Planning Documents [6]on Oldham Town Centre Conservation Area Appraisal and Management Plan, Vibrant Centres, Urban Design Guide, Contaminated Land, and Air Quality and Development;
- Planning Position Papers [7] on Open Space and Supporting Oldham's Economy; and
- The authorities Monitoring Reports[8]

1 Joint Core Strategy and Development Management Policies Development Plan Documents (Joint DPD), available at: https://www.oldham.gov.uk/info/200709/documents_in_the_local_development_framework/97/adopted_joint_core_strategy_and_development_management_policies_development_plan_documents_dpds

2 Local Plan Proposals Map, available at: https://www.oldham.gov.uk/info/200709/documents_in_the_local_development_framework/97/adopted_joint_core_strategy_and_development_management_policies_development_plan_documents_dpds

3 Greater Manchester Joint Waste Plan, available at: https://www.oldham.gov.uk/info/200711/greater_manchester_plans/269/waste_development_plan_document

4 Greater Manchester Joint Minerals Plan, available at: https://www.oldham.gov.uk/info/200711/greater_manchester_plans/272/minerals_development_plan_document

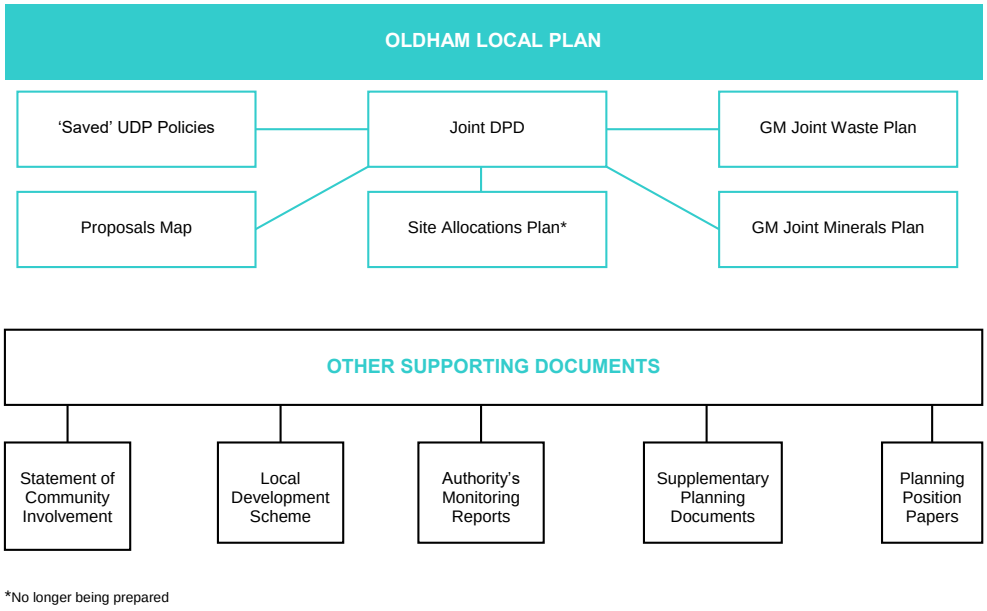
5 Statement of Community Involvement, available at: https://www.oldham.gov.uk/info/200709/documents_in_the_local_development_framework/253/statement_of_community_involvement

6 Supplementary Planning Documents, available at: https://www.oldham.gov.uk/info/200709/documents_in_the_local_development_framework/256/supplementary_planning_documents

7 Planning Position Papers, available at: https://www.oldham.gov.uk/info/200709/documents_in_the_local_development_framework/256/supplementary_planning_documents

8 Authorities Monitoring Reports, available at: https://www.oldham.gov.uk/info/200709/documents_in_the_local_development_framework/263/annual_monitoring_report

Figure 2 - Existing Oldham Local Plan Structure



*No longer being prepared

3.4 Further details of these documents are set out below.

Joint Core Strategy and Development Management Development Plan Document

3.5 The current statutory development plan is the Joint Core Strategy and Development Management Policies Development Plan Document (Joint DPD), adopted in November 2011. The Joint DPD is made up of the:

- Core Strategy, which sets out a spatial vision, strategic objectives, a planning and development strategy and a monitoring and implementation framework for achieving delivery; and
- Development Management policies, which set out criteria against which all applications for development and use of land or buildings will be assessed.

3.6 All other documents forming part of, and sitting underneath, the Joint DPD, such as Neighbourhood Plans and Supplementary Planning Documents, must be prepared in conformity with it.

Saved Unitary Development Plan policies

3.7 Oldham Council adopted the Unitary Development Plan (UDP) on 14 July 2006. At the time the UDP policies were automatically 'saved' for a period of three years under the 2004 Planning Act. The Secretary of State, in May 2009, agreed to extend the life of the UDP policies until they are replaced by the relevant part of the Local Plan.

3.8 Most of the 'saved' UDP policies have now been superseded by the Joint DPD, the GM Waste Plan and the GM Minerals Plan.

3.9 There are however, a small number of UDP policies that remain 'saved' as part of the Local Plan and these are listed in Appendix 1.

3.10 Following a review of the existing Local Plan the remaining 'saved' UDP policies will be replaced where appropriate or not taken forward.

Site Allocations DPD

3.11 It was the council's intention to prepare a separate Site Allocations DPD to sit alongside the adopted Joint DPD. Rather than preparing an individual Site Allocations DPD it is now proposed to incorporate site allocations as part of a wider review of the Local Plan.

Proposals Map

3.12 It is the job of the Proposals Map to express spatially Oldham's Local Plan, illustrating on a map any site-specific designations and land use allocations.

3.13 The Proposals Map was adopted in November 2011 alongside the Joint DPD. It has to be updated whenever a new DPD is adopted that has a site-specific element to it. It has, therefore, been updated following adoption of the GM Waste Plan and the GM Minerals Plan.

3.14 A new Proposals Map will be prepared and published to accompany the GMSF and reviewed Local Plan as appropriate.

Waste and Minerals

3.15 The GM Waste Plan and GM Minerals Plan were both prepared by the Greater Manchester Minerals and Waste Planning Unit on behalf of the ten GM districts. Upon adoption these formed part of Oldham's Local Plan.

3.16 The GM Waste Plan came into effect on 1 April 2012 and includes detailed development management policies. It also identifies sites and/or preferred areas for a range of waste management facilities. It supports Joint DPD Policy 7 on Sustainable Use of Resources – Waste.

3.17 The GM Minerals Plan came into effect on 26 April 2013. It includes detailed criteria based policies in relation to minerals development across GM, as well as policies covering Areas of Search and Minerals Safeguarding Areas. It supports Joint DPD Policy 8 on Sustainable Use of Resources – Minerals.

Supplementary Planning Documents

3.18 Supplementary Planning Documents (SPDs) expand on policies contained in the Local Plan, providing more guidance to help in their interpretation and implementation.

3.19 SPDs do not form part of the statutory development plan and are not subject to public examination. Changes brought in by the Planning Act 2008 mean the LDS does not have to include details of SPDs that may be prepared to support the Local Plan. As such, there are no SPD profiles included in this LDS.

3.20 A number of SPDs were prepared to support the UDP. Following adoption of the Joint DPD, the SPDs listed below are still considered to be material considerations in the determination of planning applications as they continue to provide relevant advice:

- Urban Design SPD[9]
- Air Quality and Development SPD[10]; and the
- Contaminated Land SPD[11].

3.21 The Vibrant Centres SPD [12] was adopted 23 July 2012. The SPD supports Joint DPD policies 15 and 16, and in particular:

- Provides clear and consistent guidance for promoting and maintaining the vitality and viability of Oldham Town Centre and the borough's other Centres;
- Provides clear and consistent guidance for new proposals and for changes of use for food and drink uses including hot food takeaways;
- Manages the concentration and clustering of hot-food takeaways and their potential impact on the local environment or amenity of neighbouring residents and businesses; and
- Ensures all relevant development contributes positively to the visual appearance of the area during opening and non-opening hours.

3.22 The Oldham Town Centre Conservation Area Appraisal and Management Plan (CAAMP) SPD[13] was adopted 19 August 2019. The SPD supports Joint DPD Policy 24 Historic Environment, and in particular:

- The CAAMP SPD aims to understand the significance of the Oldham Town Centre Conservation Area and suggests opportunities to enhance its character and appearance.
- The appraisal proposes four extensions to the existing Oldham Town Centre Conservation Area boundary. The extensions have been designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 and will be treated as a material planning consideration until formally adopted through the Local Plan review process.
- The Management Plan has followed on from the appraisal of the conservation area. It sets out policies and recommendations around enhancement and regeneration of the conservation area as well as community engagement.

Planning Position Papers

3.23 In addition to the SPDs the council has prepared a number of Interim Planning Position Papers, which provide further advice and guidance on the interpretation and implementation of policies in the Local Plan. These have less weight than a SPD but are material considerations in the determination of relevant planning applications.

9 Urban Design SPD, available at: https://www.oldham.gov.uk/downloads/download/483/urban_design_guide_supplementary_planning_document

10 Air Quality and Development SPD, available at: https://www.oldham.gov.uk/downloads/download/485/air_quality_and_development_supplementary_planning_documents

11 Contaminated Land SPD, available at: https://www.oldham.gov.uk/downloads/download/484/contaminated_land_supplementary_planning_document

12 Vibrant Centres SPD, available at: https://www.oldham.gov.uk/info/200709/documents_in_the_local_development_framework/256/supplementary_planning_documents

13 Oldham Town Centre Conservation Area Appraisal and Management Plan (CAAMP) SPD, available at https://www.oldham.gov.uk/downloads/download/599/oldham_town_centre_conservation_area_appraisal_and_management_plan_caamp_supplementary_planning_document_spd

3.24 The Open Space Interim Planning Position Paper [14] sets out how the council will deal with open space contributions for the borough when determining planning applications for relevant development that may impact on open spaces. It must be read alongside Joint DPD Policy 23 on Open Spaces and Sports. In particular, the Paper:

- Identifies factors that should be considered when assessing if an open space contribution is considered appropriate;
- Details the types of open space contribution that may be considered appropriate; and
- Provides details on laying-out and maintenance costs of open spaces to act as guidance in negotiations.

3.25 The Supporting Oldham's Economy Interim Planning Position Paper [15] provides further guidance on the interpretation and implementation of Joint DPD Policy 14 on Supporting Oldham's Economy. Policy 14 sets out that where the council is minded to approve the loss of an employment site that it will work with developers to secure measures, as appropriate, to support Oldham's economy. The position paper provides further clarification, and examples, of the measures listed in Policy 14.

Statement of Community Involvement

3.26 The planning systems places emphasis on community involvement in the preparation of a Local Plan. The council's Statement of Community Involvement (SCI) outlines when and how the council will engage the community and stakeholders in the preparation of the Local Plan, the GMSF and other planning documents. It outlines how we will provide guidance and assistance to neighbourhood planning groups. It also sets out how the community will be consulted on planning applications.

3.27 The current SCI was adopted July 2021 and is available on the council's website at www.oldham.gov.uk.

Monitoring Reports

3.28 The authorities Monitoring Report is prepared and published annually. It monitors and reviews the implementation of policies in the Local Plan and provides information on the progress of documents identified for production. The report also provides detailed information on levels of house building and the borough's potential housing land supply, including the five-year deliverable housing land supply.

3.29 The most recent Monitoring Report was published February 2021 and covers the period 1 April 2019 to 31 March 2020. It is available on the council's website at www.oldham.gov.uk.

3.30 All documents listed above and others relating to the Local Plan can be found on the council's website at www.oldham.gov.uk.

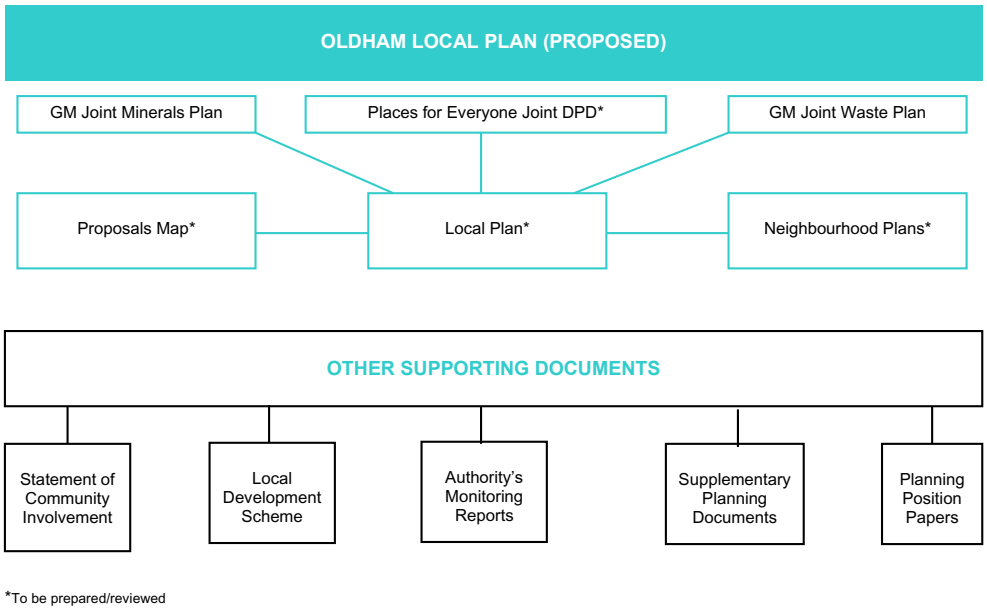
14 Open Space Interim Planning Position Paper, available at: https://www.oldham.gov.uk/downloads/file/2293/open_space_interim_planning_position_paper

15 Supporting Oldham's Economy Interim Planning Position Paper, available at: https://www.oldham.gov.uk/downloads/file/2503/supporting_oldhams_economy

4 Documents to be prepared as part of Oldham's Local Plan

4.1 This section provides further details regarding the documents that are to be prepared as part of Oldham's Local Plan.

Figure 3 - Proposed Oldham Local Plan Structure



*To be prepared/reviewed

Places for Everyone Joint Development Plan Document

4.2 Up until December 2020 a joint development plan document (DPD) of the ten Greater Manchester local authorities was being prepared - Greater Manchester's Plan for Jobs, Homes & the Environment (known as the "GMSF"). The GMSF 2020 had reached the Regulation 19 (Publication) stage of the process. However, the withdrawal of Stockport Council from GMSF signaled its end as a joint plan for the ten Greater Manchester districts.

4.3 The nine remaining GM councils (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan), have agreed to form a joint committee to prepare Places for Everyone - a joint development plan document for jobs, new homes and sustainable growth across their boroughs.

4.4 The PfE Joint DPD is able proceed to proceed Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 'Publication stage' rather than have to go back to an earlier (Regulation 18) informal stage of consultation as it is considered that the plan has "substantially the same effect" on the remaining authorities as the original joint DPD being prepared.

4.5 Once adopted, the PfE Joint DPD becomes part of the Local Plan for Oldham.

4.6 Whilst the PfE Joint DPD will be part of our Local Plan 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 strategic policies set out in PfE and interpret these at a more detailed local level to support the creation of locally distinctive high-quality places/neighbourhoods. The council is therefore keen to progress the Local Plan review so that more detailed 'local' policies are in place as soon as practicable to support implementation of PfE.

Oldham's Local Plan

4.7 The current joint Core Strategy and Development Management Development Plan Document was adopted in November 2011 and a review of Oldham's Local Plan is required for a number of reasons, in particular:

- To meet the requirements set out in the National Planning Planning Policy Framework (NPPF), particularly in relation to the need for local plans to be reviewed every five-years and then updated as appropriate.
- There are policies, particularly those in relation to housing and employment, that need to be updated in light of changes in market signals, local circumstances and priorities, and legislation, so as to provide a succinct and up-to-date plan in line with the requirements set out in the NPPF; and
- There will be a need to reflect the PfE Joint DPD and provide further direction and guidance at a local level.

4.8 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, in relation to (for example):

- Sustainable development;
- Housing;
- Economy and employment;
- Communities and health and well-being;
- Retail and town centres;
- Built environment, design and heritage;
- Natural environment;
- Green Infrastructure, open spaces, sport and recreation;
- Green Belt and Other Protected Open Land;
- Transport and accessibility;
- Infrastructure; and
- Climate change and floodrisk.

4.9 Whilst the exact scope of the Local Plan review is dependent somewhat upon the PfE Joint DPD it may include the following:

- The spatial vision, strategic objectives and spatial strategy for Oldham;
- Locally specific strategic and development management policies where they provide additional policy direction for Oldham beyond that set out in the PfE Joint DPD;

- Designations and allocations for the use of land which may include, for example, housing; business and industry; mixed-use development; protected open land; safeguarded land; green infrastructure; retail leisure; open space, sports and recreation; community facilities, health and education; the natural, built and historic environment; floodrisk; and transport routes and highway or other transport schemes; and
- Monitoring and implementation framework and delivery strategy.

4.10 The council went out to consultation with a Regulation 18 Notification in summer 2017. This informed the local community, stakeholders, and businesses of the council's intention to review the Local Plan and sought comments on what issues this should address.

4.11 Further details and the timetable for reviewing the Local Plan is set out in the Local Plan profile in section 5.

4.12 Upon adoption the new Oldham Local Plan and the PfE Joint DPD will replace the Joint Core Strategy and Development Management Policies DPD (adopted November 2011); the remaining saved policies of Oldham's Unitary Development Plan (adopted 14 July 2006); and the Proposals Map.

Neighbourhood Planning

4.13 Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need. Neighbourhood planning allows communities to prepare:

- Neighbourhood Development Plans - general planning policies for the development and use of land in a neighbourhood;
- Neighbourhood Development Orders - can grant planning permission for specific types of development in a specific neighbourhood area; and
- Community Right to Build Orders - put together by local people who can decide on the type, quantity and design of buildings they want, and in the locations they want them.

4.14 Neighbourhood Plans must be in general conformity with the strategic policies of the Local Plan and be aligned with the strategic needs and priorities of the wider local area. Neighbourhoods should plan positively to support the Local Plan and should not promote less development than that set out in the plan or undermine its strategic policies. Once in place they become part of the Local Plan and the policies contained within them are then used in the determination of planning applications.

4.15 Currently there has been one neighbourhood area designated in Oldham - Saddleworth Neighbourhood Area. This covers the whole parish area. An application was also made to the Peak District National Park Authority which covers part of the Parish Council area.Saddleworth Parish Council has now begun to prepare a neighbourhood plan with advice and assistance from Oldham Council and the Peak District National Park Authority.

4.16 The key stages in the preparation of a neighbourhood plan are as follows:

Step 1: Designate a neighbourhood area;

Step 2: Preparing a draft neighbourhood plan or order;

Step 3: Pre-submission publicity and consultation;

Step 4: Submission of a neighbourhood plan or order proposals to the local planning authority. At this point the proposals are published for six weeks and representations are invited;

Step 5: Independent examination;

Step 6: Referendum; and

Step 7: Making the neighbourhood plan or order (bringing it into force).

Proposed Masterplans and Development Briefs

4.17 The council, from time to time, may produce a variety of masterplans and development briefs covering different areas and topics within the borough, in response to the delivery of our regeneration aspirations and priorities. The timescale and content of these are subject to change and therefore none have been specifically identified within this LDS. Any masterplanning or work on development briefs which takes place will be picked up by, and monitored, through the authorities Monitoring Report, as appropriate.

5 Local Plan making process

Local Plan Making Process

5.1 The processing for reviewing, preparing and adopting Local Plans is set out in the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

5.2 The key stages in reviewing and preparing the Local Plan are as follows:

- Preparation of a local plan - Regulation 18;
- Publication of the local plan - Regulation 19;
- Submission;
- Examination; and
- Adoption.

Preparation of a Local Plan

5.3 The Local Plan Regulations allow for considerable flexibility to local planning authorities regarding how to carry out the initial stages of local plan production, provided they comply with the requirements set out in Regulation 18 and the council's adopted SCI.

5.4 As part of the preparation of a Local Plan, the council must notify specific consultation bodies, along with general consultation bodies, local residents and persons carrying out business in the areas as appropriate, of the subject of the Local Plan being considered and invite them to comment on what the document should contain. In line with this the council carried out a Regulation 18 Notification [1] consultation from July to August 2017, setting out the council's intention to review and prepare a Local Plan.

5.5 Going forward, the council intend to consult at the following stages of preparing the Local Plan:

- Issues and Options; and
- Draft Plan.

5.6 Details of these consultation stages are set out in the Local Plan profile at section 5.

Publication and Submission

5.7 Following the plan preparation stage the council will prepare the document for publication, also known as the proposed submission stage under Regulation 19 of the Town and Country Planning (Local Plan) (England) Regulations 2012 (as amended). This will be published by the council to allow people to view the plan. Once published there is a statutory six week period for representations to be made on issues of soundness and legal compliance.

5.8 The council may make, if necessary, 'minor amendments' to the Publication Plan following the consultation before submitting it, and relevant supporting documentation, to the Secretary of State for examination under Regulation 22 of the Town and Country Planning (Local Plan) (England) Regulations 2012 (as amended).

1 Further information on the Regulation 18 Notification is available at: https://www.oldham.gov.uk/info/200198/planning_and_building/1809/local_plan_review

Sustainability Assessment and Strategic Environmental Assessment

5.9 To assess the potential significant social, economic and environmental effects of a plan it must be subject to a Sustainability Appraisal (SA). The SA process also incorporates the requirements of the European Strategic Environmental Assessment (SEA) Directive and the UK SEA Regulations. As part of the plan preparation process reasonable alternatives are appraised to ensure that the plan is the most appropriate option.

5.10 Appraisals are carried out at each stage of the plan preparation process, and the outcomes influence the content of the plan. Where appropriate, the SA may suggest measures to mitigate any potential adverse effects that are identified through the appraisal.

Habitat Regulation Assessment

5.11 Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive) requires a Habitat Regulations Assessment (HRA) to be undertaken to assess the impacts of a land-use plan against the conservation objectives of European Sites and to ascertain whether it would adversely affect the integrity of those sites.

5.12 The process of HRA involves an initial screening stage, followed by an Appropriate Assessment (AA) if proposals are likely to have a significant adverse impact on a European site. Where significant negative effects are identified, alternative options should be examined to avoid any potential damaging effects.

5.13 The council intends to prepare an Integrated Assessment to inform and support preparation of the Local Plan. This will combine the SA, SEA and HRA requirements with an Equalities Impact Assessment (EqIA) and Health Impact Assessment (HIA) , ensuring the sustainability factors - environmental, social and economic, are considered in the round.

Examination and Adoption

5.14 Once the Local Plan, along with any representations submitted at the Publication stage and supporting documentation, has been submitted to the Secretary of State, it must be examined by an independent inspector before the council can adopt it.

5.15 The role of the Inspector is to consider whether the plan has been prepared in accordance with the Duty to Co-operate, legal and procedural requirements, and whether it is sound.

5.16 To examine whether the submitted document is legally compliant the Inspector will check that it has:

- Been prepared in accordance with the LDS and in compliance with the SCI and the Regulations;
- Been subject to SA and SEA;
- Had regard to national policy; and
- Had regard to any sustainable community strategy for the area.

5.17 The Inspector will also assess whether the plan has been prepared in accordance with the Duty to Co-operate and whether it is sound. A local planning authority should only submit a plan for examination which it considers to be 'sound' as set out at paragraph 35 of the NPPF:

a. **Positively prepared** - providing a strategy, which as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

b. **Justified** - an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;

c. **Effective** - deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

d. **Consistent with national policy** - enabling the delivery of sustainable development in accordance with the policies set out in the NPPF.

6 Profiles

6.1 This chapter sets out the subject matter and geographical area for the following documents, along with the timetables for their preparation:

- The Places for Everyone Joint Development Plan Document (PfE Joint DPD);
- Oldham's Local Plan; and
- Proposals Map

6.2 The main changes to this LDS and that published in September 2020 ('Issue 11') are as follows:

- References to Greater Manchester's Plan for Homes, Jobs and the Environment (GMSF) have been replaced with Places for Everyone Joint Development Plan Document and the profile has been amended to reflect the most recent timetable; and
- The profiles for the Local Plan review and Proposals Map have been amended to reflect changes to the timetable.

6.3 Previous versions of the LDS can be found on the council's website at www.oldham.gov.uk.

Title	Places for Everyone Joint Development Plan Document
Role and Content	Places for Everyone Publication Plan 2021: A Joint Development Plan Document for 9 Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) The PfE Joint DPD is our plan for sustainable growth in the 9 boroughs, it; • sets out how they should develop up to the year 2037, • identifies the amount of new development that will come forward in terms of housing, offices, and industry and warehousing, and the main areas in which this will be focused, • identifies the important environmental assets which will be protected and enhanced, • allocates sites for employment and housing required outside of the urban area, • supports the delivery of key infrastructure, such as transport and utilities, • defines a new Green Belt boundary for the 9 boroughs.
Status	Places for Everyone is being progressed as a Joint DPD for 9 Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan). Once adopted the PfE Joint DPD will form part of Oldham's Local Plan and the Local Plan would need to be in general conformity with the PfE Joint DPD.

Title	Places for Everyone Joint Development Plan Document
Chain of conformity	Consistent with NPPF and having regard to the Greater Manchester Strategy.
Geographical coverage	9 Greater Manchester Local Authorities - Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan

Timetable	
Initial consultation on the objectively assessed development need	November 2014
Consultation on vision, strategy and growth options	October 2015 to December 2015
Consultation on 2016 Draft GMSF	October 2016 to January 2017
Consultation on 2019 Draft GMSF	January to March 2019
Places for Everyone Publication Plan 2021	August to October 2021
Submission	January 2022
Examination	
Adoption	December 2022

Title	Oldham's Local Plan
Role and Content	The Local Plan will replace the Joint Core Strategy and Development Management Development Plan Document, adopted November 2011, and the Saved UDP policies. The Local Plan will need to be in conformity with the NPPF and the PfE Joint DPD. It will deal with matters at the local level, setting out the spatial vision, strategic objectives and strategy for Oldham. It will cover planning policies and site allocations, where they provide additional policy direction for Oldham, in relation to: sustainable development; natural environment; housing; economy and employment; green belt and other protected open land; design, built environment and heritage; retail and town centres; transport and accessibility; climate change and flood risk; communities, health and well-being; infrastructure; open spaces, sports and recreation; and safeguarded land. The Local Plan will be accompanied by a Proposals Map (see below).
Status	Development Plan Document
Chain of conformity	Relevant national planning policy and guidance (NPPF and NPPG), PfE Joint DPD (upon adoption), GM Waste Plan, GM Minerals Plan, SCI and having regard to other local strategic plans, programmes, policies and initiatives as appropriate.
Geographical coverage	Borough-wide, except for that part of the borough that is the planning responsibility of the Peak District National Park Authority.

Timetable	
Regulation 18 Notification and Integrated Assessment Scoping Report	July to August 2017
Issues and Options (Regulation 18)	July to August 2021
Draft Plan (Regulation 18)	June to July 2022
Publication Plan (Regulation 19)	June to July 2023
Submission	September 2023
Examination	
Adoption	Summer 2024

Arrangements for production and monitoring	
Organisational lead	Deputy Chief Executive - People and Place
Management arrangements	To be approved according to the council's Scheme of Delegation for local planning. Preparation led by Oldham Council Strategic Planning and Information - lead responsibility for preparation of the Local Plan.
Resources	Lead role by Oldham Council Strategic Planning and Information Team with input from other council directorates and partner organisations as appropriate. Local Plan to be prepared in-house. Supporting evidence base may be commissioned as necessary. The Planning Inspectorate, on behalf of the Secretary of State, will be responsible for carrying out the independent examination into the Local Plan and production of the Inspectors Report.
Community and stakeholder involvement	Community and stakeholder involvement will be in accordance with the council's SCI and statutory requirements.
Proposals Map	A new proposals map will be produced to support the Local Plan to reflect allocations and designations adopted through the Local Plan (see below).
Monitoring and review	The Local Plan is intended to be a long-term document. Performance of the Local Plan will be assessed against the monitoring indicators identified as part of the Local Plan's monitoring framework and reported through the authorities Monitoring Report.

6.4 The Local Plan timetable will be kept under review and the council will have regard to any timetable changes that may arise in the preparation of the GMSF as appropriate.

Title	Proposals Map
Status	Development Plan Document
Role and content	An Ordnance Survey based plan, mapping development policy designations and site specific land use allocations set out in the Oldham Local Plan. The proposals map will be amended in the future alongside the Local Plan and PfE Joint DPD.
Chain of conformity	With NPPF, GMSF and Oldham's Local Plan.
Geographical coverage	Borough-wide, except for that part of the borough that is the planning responsibility of the Peak District National Park Authority.

Timetable
The proposals map will be amended alongside the Local Plan and PfE Joint DPD..

Arrangements for production and monitoring
The proposals map will be amended alongside the Local Plan and PfE Joint DPD..

7 Monitoring and review

7.1 The council is required to monitor, on at least an annual basis, how:

- Effective its policies and proposals are in meeting its vision and strategy for the future development of the borough; as well as
- How it is performing against the timescales set out within its LDS.

7.2 This information is contained in the authorities monitoring report (AMR) which is published annually, normally in December.

7.3 The AMR will:

- Report progress on the timetable and milestones for the preparation of documents set out in this LDS, including the reasons why they are not being met;
- Report progress on the delivery of policies in the Local Plan. This will include progress on any relevant targets and highlight any unintended significant effects of the implementation of the policies on social, environmental and economic objectives. Where policies and targets are not being met, are not on track or are having unintended effects, reasons will be provided along with any appropriate actions to redress the matter. Policies may also need to change to reflect changes in national policy; and
- Include progress against housing targets, and an update of the housing trajectory to demonstrate how policies are delivering housing provision in the Borough.

7.4 As a result of monitoring the council will consider what changes, if any, need to be made and will bring forward such changes through the review of its LDS and Local Plan.

8 Duty to Co-operate and cross-boundary issues

8.1 The NPPF sets out a Duty to Co-operate on planning issues that cross administrative boundaries. This includes joint working on areas of common interest for the mutual benefit of neighbouring authorities. Local planning authorities should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans. Joint working should enable local planning authorities to work together to meet development requirements which cannot wholly be met within their own areas.

8.2 Local planning authorities will be expected to demonstrate evidence of having effectively co-operated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination. This could be by way of plans or policies prepared as part of a joint committee, a memorandum of understanding or a jointly prepared strategy which is presented as evidence of an agreed position. Co-operation should be a continuous process of engagement, from initial thinking through to implementation, resulting in a final position where plans are in place to provide the land and infrastructure necessary to support current and projected future levels of development.

8.3 The council will prepare all documents that form part of the Local Plan in accordance with the Government's Duty to Co-operate as appropriate through consultation with the local community, landowners, development interests, national and local agencies and infrastructure providers, as well as ensuring the our plan fits in with those of neighbouring authorities and the wider sub-region. Its implementation will depend on collaboration between those groups and funding from the public, private and voluntary sectors.

9 Risk assessment

9.1 Every effort will be made to ensure that the programme for the preparation of documents prepared as part of the Local Plan will be fulfilled. Nevertheless, there are clearly various risks which could potentially impact upon the ability to adhere to the timetable and it is important to identify these risks and consider how they may be minimised. Key risks associated with the preparation of the Local Plan and delivery of the LDS to timetable are identified below, together with an indication as to how they will be managed and minimised.

Risk	Action to mitigate risks / comments
Local Plan programme slippage	There are risks that the key milestones may not be met, particularly given that preparation of the Local Plan will be twin-tracked (as far as possible) and influenced by the GMSF. Resulting in potential delay to the review of the Local Plan. Risk will be managed through ensuring that effective and proper project management arrangements are in place.
PfE Joint DPD preparation	Breakdown in co-operation on the PfE Joint DPD preparation between the 9 council's of Greater Manchester. This will be addressed through regular meetings between GMCA and the 9 council's to identify early on any sources of disagreement and action to minimise them.
Increasing financial costs	There are risks regarding increasing financial resources required to prepare the necessary supporting evidence base as well as the document itself, may result in the review of the Local Plan being delayed. These risks will be managed through ensuring that there are effective budget management arrangements in place.
Consultation fatigue	There is a risk that work on documents prepared as part of the Local Plan could overwhelm communities in terms of consultation demands, particularly in light of consultation on the GMSF / PfE Joint DPD. This risk will be minimised by ensuring compliance with the council's SCI, the use of effective and proportionate consultation techniques and through the alignment with other council consultations that may be taking place (where appropriate).
Publication of new planning policy and guidance during review of Local Plan.	Central Government may, from time to time, publish new planning legislation and guidance which could necessitate changes in policy and procedures at a local level and delays. Risk will be managed through ensuring the policies are adaptable and flexible as appropriate to respond to changing circumstances.

10 Glossary of terms

Monitoring Report	An annual report which sets out the progress in terms of producing documents proposed as part of the Local Plan against the timetable set out in the LDS and the progress in implementing policies.
Development Management Policies	These are criteria based policies which are required to ensure that all development taking place within the area meets the spatial vision and objectives set in the relevant strategic policies.
Development Plan Documents (DPDs)	This is the generic time used to describe spatial planning documents that are subject to independent examination and will form part of the statutory development plan for the Borough.
Greater Manchester's Plan for Homes, Jobs and the Environment (GMSF)	The GMSF will provide the overarching framework to strategically manage sustainable growth and development across the conurbation. This has now been replaced by the Places for Everyone Joint DPD.
Joint DPD	This is the shorthand name for Oldham's adopted Joint Core Strategy and Development Management Policies DPD.
Local Development Document (LDD's)	The generic name given to all constituent documents of the borough's local planning policies.
Local Plan	Prepared under the Town and Country Planning (Local Planning) (England) Regulations 2012 and can either be a single document or a combination of separate documents, also known as Development Plan Documents (formerly known as the Local Development Framework).
Local Development Scheme (LDS)	A project plan for the preparation of a Local Development Framework. It is a rolling 3 year programme which the Council should review and update every year.
National Planning Policy Framework (NPPF)	A single planning policy framework, produced by MHCLG, which replaces planning policy guidance and policy statements.
National Planning Policy Guidance (NPPG)	Further guidance, produced by MHCLG, on the interpretation and implementation of policies contained in the NPPF.
Places for Everyone Joint DPD	A joint development plan document of 9 Greater Manchester council's (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) for jobs, new homes and sustainable growth across their boroughs.

Proposals Map	A map with an Ordnance Survey base that illustrates the policies and proposals of a Development Plan Document (or the “saved” UDP policies in Oldham at the moment).
Saved policies or plans	Existing adopted plans are saved for three years from commencement of the Act or by extension with the agreement of the Secretary of State or until replaced by a more up to date replacement plan.
Statement of Community Involvement (SCI)	Sets out the standards which the Council will achieve in terms of engaging local communities and stakeholders in the preparation of local development documents and development control decisions.
Supplementary Planning Document (SPD)	Provides supplementary information in respect of policies contained in the development plan documents. It is not subject to independent examination and does not form part of the Development Plan.
Sustainability Appraisal (SA)Strategic Environmental Assessment (SEA)	All policies and proposals in DPDs are subject to a sustainability appraisal that includes the requirements for a strategic environmental appraisal to ensure they reflect sustainable development principles.

11 Appendix 1 - Saved UDP policies and schedule of local development documents

11.1 The following UDP policies remain unaffected with the adoption of the Joint DPD, GM Waste Plan or GM Minerals Plan and will continue to be 'saved' until they are replaced by the relevant part of the Local Plan or another development plan document as may be appropriate.

UDP Policy Ref.	UDP Policy Name
B1	Business and Industrial Land Allocations (overarching policy)
B1.1	Business and Industrial Allocations
B1.2	Business and Office Allocations
B1.3	Mixed Use Allocations
D1.5	Protection of Trees on Development Sites
D1.12	Telecommunications
H1.1	Housing land release - Phase 1
H1.2	Housing land release - Phase 2
OE1.8	Major Developed Site in the Green Belt
OE1.11	Farm diversification
TC1.1	Allocated site (Oldham Town Centre)
TC1.2	Allocated site (Oldham Town Centre)

Report to COUNCIL

Statement of Community Involvement 2021

Portfolio Holder: Councillor Roberts, Cabinet Member for Housing

SRO: Helen Lockwood, Deputy Chief Executive – People and Place

Officer Contact: Emma Barton, Director of Economy

Report Author: Georgina Brownridge, Strategic Planning, Ext. 1670

Cabinet: 26 July 2021
Council: 28 July 2021

Reason for Decision

To adopt the Statement of Community Involvement (SCI) 2021.

The SCI sets out how Oldham Council will involve the community in the preparation and the revision of planning policy such as the Local Plan, together with the consideration of planning applications.

This SCI is as per the adopted SCI 2020 version but with references to Greater Manchester Spatial Framework (GMSF) amended to refer to Places for Everyone Joint Development Plan Document.

An Equalities Impact Assessment was prepared to support the SCI 2020. Given the nature of the changes to this SCI 2021 it is considered that there is no need for a revised EIA as the only changes are in relation to altering references to GMSF to Places for Everyone Joint Development Plan Document.

Recommendations

To adopt the SCI and make it available to view alongside the Equality Impact Assessment (EIA) 2020.

Statement of Community Involvement

1 Background

1.1 The Planning and Compulsory Purchase Act 2004 requires local planning authorities to prepare a Statement of Community Involvement (SCI). Oldham Council first adopted its SCI in April 2007. The SCI document identifies how the council will involve the community in the consideration of planning applications, the preparation and revision of the Local Plan, the preparation of Places for Everyone Joint Development Plan Document; and it also sets out policies for giving advice or assistance on neighbourhood planning.

1.2 The SCI was last reviewed and adopted in 2020. Up until December 2020 a joint development plan document (DPD) of the ten Greater Manchester local authorities was being prepared - Greater Manchester's Plan for Jobs, Homes & the Environment (known as the "GMSF"). The GMSF 2020 had reached the Regulation 19 (Publication) stage of the process. However, the withdrawal of Stockport Council from GMSF signaled its end as a joint plan for the ten Greater Manchester districts.

1.3 The nine remaining GM councils (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan), have agreed to form a joint committee to prepare Places for Everyone - a joint development plan document for jobs, new homes and sustainable growth across their boroughs.

1.4 As part of progressing Places for Everyone Joint Development Plan Document and consultation arrangements it is considered appropriate to amend references from GMSF to Places for Everyone within Oldham Council's SCI.

1.5 This SCI is as per the adopted SCI 2020 version but with references to Greater Manchester Spatial Framework (GMSF) amended to refer to Places for Everyone Joint Development Plan Document.

1.7 This decision links to the Corporate Plan as the SCI seeks to promote working with a resident focus through encouraging residents and other stakeholders to be engaged in the planning process. The SCI sets out what methods we will use to engage with people, how people can comment and get involved in the planning process and the result is a Local Plan and planning decisions that have been influenced co-operatively.

2 Current Position

2.1 The updated SCI 2021 (Appendix 1) now needs to be adopted at Full Council as it is a Local Development Document. This then needs to be made available on the council's website and publicised. It will be made available at open libraries within Oldham and the civic centre upon request.

3 Options/Alternatives

3.1 Option 1 – Adopt the SCI 2021 and make it available to view alongside the EIA (2020). The advantage of this option is that the SCI will provide certainty to residents, developers and other key groups and organisations as to the consultation methods the council will use. It will also allow us to progress the Places for Everyone Joint Development Plan Document. There are no disadvantages to this option.

3.2 Option 2 – Not to adopt the SCI 2021 and make it available to view alongside the EIA (2020). There are no advantages to this option. The disadvantage will be that the SCI will not refer to Places for Everyone Joint Development Plan Document, which will would not reflect the correct arrangements.

4 Preferred Option

4.1 Option 1 – Adopt the SCI 2021 and make it available to view alongside the EIA (2020). The advantage of this option is that the SCI will provide certainty to residents, developers and other key groups and organisations as to the consultation methods the council will use. It will also allow us to progress the Places for Everyone Joint Development Plan Document. There are no disadvantages to this option.

5 Consultation

5.1 Public consultation is not required on the SCI given the nature of the changes.

6 Financial Implications

6.1 Adopting the SCI in line with Regulation 35 will involve making the documents available on the Council's website and publishing an adoption statement in a local newspaper. Therefore, the decision will result in no major financial implications. The service will incur small costs for publication and notifying people on the Local Plan mailing list. This is expected to be between £600 - £1,000 and will be met from within the existing Strategic Planning and Information revenue budget.

(Jamie Kelly)

7 Legal Services Comments

7.1 The SCI is a local development document. Section 23 of the Planning and Compulsory Purchase Act 2004 deals with the adoption of local development documents and it states at section 23(5) that a document is adopted for the purposes of the section if it is adopted by resolution of the authority i.e. by full Council.

(Alan Evans)

8. Co-operative Agenda

8.1 The SCI links to the Corporate Plan and co-operative agenda as it seeks to promote working with a resident focus through encouraging residents and other stakeholders to be engaged in the planning process. The SCI sets out what methods we will use to engage with people, and how people can comment and get involved in the planning process. The result is a Local Plan / planning decisions that have been influenced co-operatively.

9. Communications comments

9.1 Following adoption, the updated SCI 2021 (Appendix 1) will be published on the council's website and made available at open libraries within Oldham and the civic centre upon request. These actions will be publicised through council communications channels to ensure the community is aware and they are easily accessible.

(Jessica Beckett)

10 **Human Resources Comments**

10.1 N/A.

11 **Risk Assessments**

11.1 None received (Mark Stenson)

12 **IT Implications**

12.1 None

13 **Property Implications**

13.1 None.

14 **Procurement Implications**

14.1 N/A

15 **Environmental and Health & Safety Implications**

15.1 The Local Plan is a land use plan and may have environmental impacts, but the SCI, as the document which will set out how the council will involve the community in planning, has no implications.

16 **Equality, community cohesion and crime implications**

16.1 The SCI vision is that “through a co-operative approach we will enable, empower and encourage all residents and stakeholders of the borough to actively participate in the planning process to help achieve our corporate outcome of engaging and resilient communities”. This can only have a positive effect on all residents and stakeholders.

17 **Equality Impact Assessment Completed?**

17.1 Yes (2020)

18 **Key Decision**

18.1 Yes

19 **Key Decision Reference**

19.1 HSG-05-21

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:

Name of File: Statement of Community Involvement 2021
Records held in Strategic Planning, Room 310, Level 3, Civic Centre
Officer Name: Georgina Brownridge
Contact No: 1670

21 Appendices

Appendix 1: Statement of Community Involvement 2021

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Oldham Local Plan

Statement of Community Involvement 2021

July 2021

Oldham Council

Statement of Community Involvement

The council's vision for the Statement of Community Involvement (SCI) is that "through a co-operative approach we will enable, empower and encourage all residents and stakeholders of the borough to actively participate in the planning process to help achieve our corporate outcome of engaging and resilient communities".

This SCI is as per the adopted SCI 2020 version but with references to Greater Manchester Spatial Framework (GMSF) amended to refer to Places for Everyone Joint Development Plan Document.

An Equalities Impact Assessment was prepared to support the SCI 2020. Given the nature of the changes to this SCI (2021) there is no need for a revised EIA as the only changes are in relation to amending GMSF to Places for Everyone Joint Development Plan Document.

If you would like further help in interpreting the SCI please contact planning on the following telephone number: 0161 770 4105.

You can also email the team at spi@oldham.gov.uk. During coronavirus restrictions please make use of email contact as much as possible.

All documents connected with the Local Plan and the SCI are available on the council's web site [1].

1 https://www.oldham.gov.uk/info/200585/local_plan

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1 Introduction

1.1 The Planning and Compulsory Purchase Act 2004 requires Local Planning Authorities (LPAs) to prepare a Statement of Community Involvement (SCI). Oldham Council first adopted its SCI in April 2007. The SCI document identifies how the council will involve the community in the consideration of planning applications, the preparation and revision of the Local Plan, the preparation of Places for Everyone Joint Development Plan Document; and it also sets out policies for giving advice or assistance on neighbourhood planning.

1.2 Since the SCI was reviewed and adopted in 2019, the planning department have been deploying new ways of working, new systems and processes to work towards a more efficient and customer focussed service. This has been reflected in section 8 of this revised SCI.

1.3 The SCI has also been updated so that Local Plan progress and Development Management decisions can take place under coronavirus restrictions as set out in The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020. In such circumstances online methods of communication will be the predominant form of consultation and the council may seek opportunities to make use of representatives that can represent a community or sector, where appropriate.

2 The Planning System and Community Involvement

2.1 A key part of the Local Plan is the SCI, which sets out how the council will involve the community in the preparation and revision of the Local Plan, Places for Everyone and the consideration of planning applications.

2.2 This SCI defines 'community' as all stakeholders with an interest in the future development of the borough, which includes the general public, elected members, community and interest groups, organisations, businesses, land owners, developers, consultants and statutory consultees.

2.3 The SCI outlines the techniques that may be used to engage the community at the various stages of preparation of Development Plan Documents (DPDs), Neighbourhood Development Plans (NDPs), Supplementary Planning Documents (SPDs) and Sustainability Appraisal / Strategic Environmental Assessment (SA / SEA) (referred to as the 'Integrated Assessment') (Section 4).

2.4 Opportunities for community involvement on planning applications are outlined in Section 8.

2.5 The SCI was first adopted as council policy in April 2007 after an independent examination and public consultation. It was then reviewed in 2010, 2016 and 2019 in light of revised Regulations and Guidance and the commencement of the GMSF (now Places for Everyone).

2.6 The SCI has been updated again to introduce measures to ensure a more efficient planning service in relation to the determination of planning applications. It has also been updated to ensure that work on Places for Everyone, Local Plan and Development Management case load can still progress under coronavirus restrictions, for example removing the requirement to make documents available in libraries.

2.7 All DPDs, NDPs (relevant stages) and SPDs that are prepared will have to take account of and comply with the SCI. A 'Statement' will have to be published for each DPD, showing how it meets the requirements outlined in the SCI when it is submitted to the Secretary of State. All planning applications that are determined by the council must meet the requirements outlined in this SCI.

2.8 This SCI has taken account of the following Government legislation and guidance:

a. The Planning and Compulsory Purchase Act 2004;

b. The Localism Act 2011;

c. The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended);

d. The Town and Country Planning (Development Management Procedure) (England) Order 2015;

e. Neighbourhood Planning Act 2017;

f. National Planning Policy Framework and Guidance (2019); and

g. The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020.

2.9 The SCI covers the whole borough except that part which falls within the Peak District National Park.

3 The Council and Community Involvement

OUR AMBITION FOR THE BOROUGH

3.1 The Local Plan is closely related to the strategies that outline the long-term ambition for the borough and the council, which are set out below.

THE OLDHAM PLAN

3.2 The Oldham Plan is a collective action statement for Oldham developed and agreed by the Oldham Partnership. It sets out how we can all best serve the place we love and help its people, districts and businesses thrive. The Plan's ambition is *'To be a productive and cooperative place with healthy, aspirational and sustainable communities'.*

The Oldham Plan



3.3 The model to deliver this ambition is based around three fundamental shifts:

1. Inclusive Economy: Our vision is for Oldham to become Greater Manchester's Inclusive Economy capital by making significant progress in living standards, wages and skills for everyone.

2. Co-operative Services: Our vision is to collaborate, integrate and innovate to improve outcomes for residents and create the most effective and seamless services in Greater Manchester.

3. Thriving Communities: Our vision is for people and communities to have the power to be healthy, happy and able to make positive choice's and both offer and access insightful and responsive support when required.

3.4 These shifts are complemented and supported by a focus on two key enablers - public service reform and empowering people and communities.

3.5 It is imperative that the Local Plan is shaped for the place, people, districts and businesses. By aligning the Local Plan to the Oldham Plan ambitions, we can ensure that it does its bit to enable and support the achievement of these shifts.

THE CORPORATE PLAN

3.6 The Corporate Plan is part of a wider family of strategies which outline how the council will achieve our co-operative ambition for the borough. The Corporate Plan outlines how the council contributes to the Oldham Plan. The corporate ambition '*To deliver a co-operative future where everyone does their bit to create a confident and ambitious borough'* complements the intention in the Oldham Plan to 'build on our co-operative approach' and 'create a borough where everyone does their bit and everyone benefits'.

3.7 The vision is underpinned by three corporate objectives as shown in the image below:

The Corporate Plan - Objectives



3.8 The Local Plan is critical to the achievement of these objectives for the borough, particularly in terms of creating a inclusive economy where people and enterprise thrive and enabling thriving communities.

3.9 The council is currently preparing the Team Oldham Plan (the new corporate plan) and the revised Local Plan will take this into consideration.

OUR VALUES

3.10 The Corporate Plan outlines a clear set of values that show how we will do business. We share these borough-wide values with our residents, partners and businesses:

The Corporate Plan - Values



The Corporate Plan Values

Our values

To help make this ambition a reality we have developed Co-operative Values. We will encourage our staff, citizens and partners to adopt these values in everything they do:

Fairness
We will champion fairness and equality of opportunity, and ensure working together brings mutual benefits and the greatest possible added value. We will enable everyone to be involved

Openness
We will be open and honest in our actions and communications. We will take decisions in a transparent way and at the most local level possible.

Responsibility
We take responsibility for, and answer to our actions. We will encourage people to take responsibility for themselves and their actions. Mutual benefits go hand-in-hand with mutual obligations.

Working together
We will work together and support each other in achieving common goals, making sure the environment is in place for self-help.

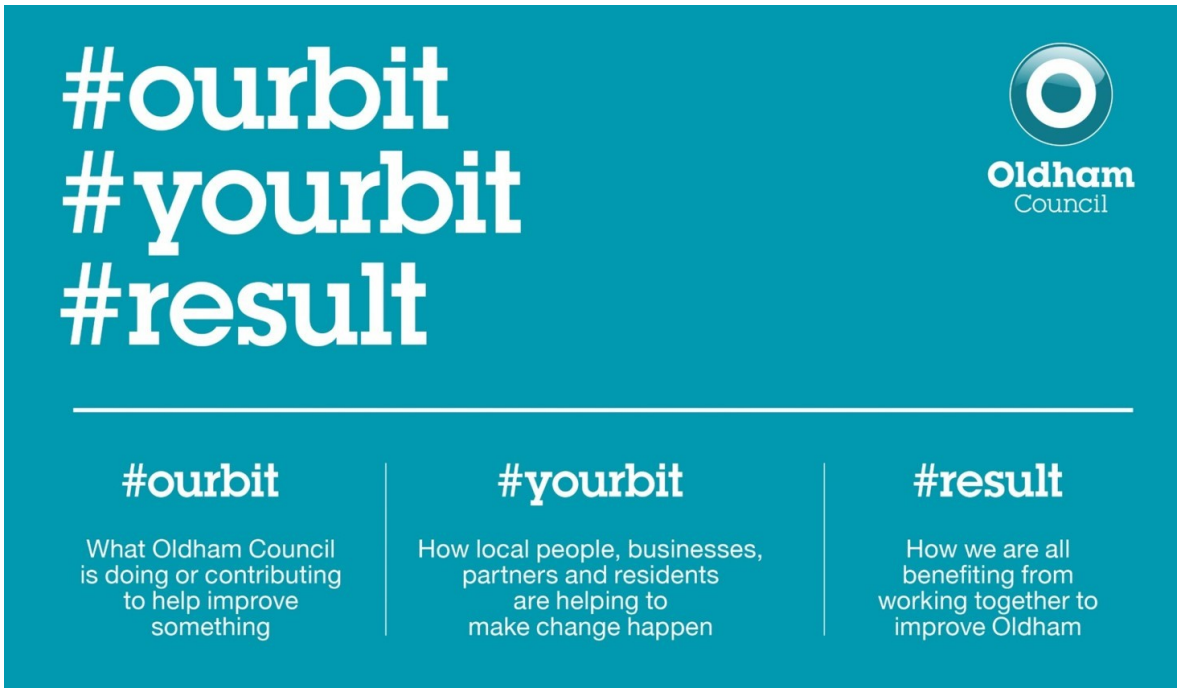
Accountability
We recognise and act upon the impact of our actions on others, and hold ourselves accountable to our stakeholders.

Respect
We recognise and welcome different views and treat each other with dignity and respect.

Democracy
We believe and act within the principles of democracy, and promote these across the borough.

3.11 Our approach to community involvement should genuinely embody these values. In terms of community involvement we are particularly keen to promote working with a resident focus through the #ourbit #yourbit #result ethos. The SCI sets out how we will engage communities in the preparation of the Local Plan. For example, residents can get engaged through providing comments and feedback as the Local Plan is prepared and the result will be a Local Plan for the future growth of Oldham that has been prepared together.

#ourbit, #yourbit, #result



CUSTOMER CHARTER

3.12 Oldham Council also has a customer charter which sets out our promise to make customer care central to the way we do business. The planning service is part of this promise. Please note that under coronavirus restrictions face to face appointments may not be available.

Customer Charter

We will:

- Make our services easy to use and give you choices where possible.
- Be honest, approachable, professional and polite and always put you first.
- Treat you with dignity, respect and let you know how long it will take to deal with your query.
- Deal with your enquiry straight away where possible or make you an appointment with a person who can help.
- Apologise if things go wrong and do our best to put things right quickly.
- Use your views to help us make improvements to services, give good service and provide value for money.

Help us by:

- Giving us all the information we need to help you.
- Letting us know if you have any special needs.
- Telling us how we can improve our services.
- Asking us to explain anything you're not sure of.

Our Customer Service Standards

When dealing with you in person we will:

- Provide easy access to all our public buildings.
- Keep waiting times to a minimum and aim to see you within 5 minutes.
- See you at the time agreed for appointments.
- If you do not have an appointment we will see you within 30 minutes of your arrival.

When dealing with you by phone we will:

- Aim to answer your call within 20 seconds and deal with your enquiry at that point, wherever possible.
- Welcome you and give you our name.
- When dealing with emails sent to service email addresses we will acknowledge the receipt of your email within 24 hours.

- Provide a full response to your enquiry within 5 working days.
- Give the contact details of the person replying to your enquiry.

When dealing with emails sent to named officers we will:

- Provide a full response to your enquiry within 10 working days.
- Give the contact details of the person replying to your enquiry.

When you write to us we will:

- Acknowledge that we've received your letter within 5 working days. Provide a full response to your enquiry within 10 working days.
- Give the contact details of the person replying to your enquiry.

If you have a complaint we will:

- Acknowledge that we've received your complaint within 5 working days.
- Fully investigate your complaint and provide you with a response within 15 days.
- Give the contact details of the person replying to your enquiry.

Information about complaints and feedback to the council can be found on the council's website [1]

THE LOCAL PLAN AND THE OLDHAM PARTNERSHIP

3.13 The Oldham Partnership brings together proactive and engaged public, private, voluntary and community organisations in Oldham. All of these partners share the common vision 'to make Oldham a place of ambition' and are committed to working with each other and with the people of Oldham to create a productive place with healthy, aspirational and sustainable communities. It is more than a partnership of organisations but a body which is responsible for leading and championing Oldham, not just at the borough level but at the city region and beyond.

3.14 The Oldham Leadership Board is the governing body of the Oldham Partnership. It comprises of public sector chief executives, key elected members, business and community and voluntary sector leaders.

3.15 The Oldham Partnership will be used as a mechanism to engage with key stakeholders as part of the consultation process for the Local Plan.

1 https://www.oldham.gov.uk/info/200143/complaints_and_feedback/680/complaints_or_feedback_about_the_council

3.16 In developing the Local Plan, the council will endeavour to undertake, where appropriate, joint working with organisations represented on the Oldham Partnership, so as to maximise resources and reduce consultation fatigue. The Oldham Partnership has a proven track record in engaging stakeholders and members of the community on a range of social, economic and environmental issues facing local communities.

COMMUNITY FORUMS

3.17 The Councillors in each District hold a regular series of Community Forums, aimed at engaging with local people on the issues that matter to them. These forums take different formats, depending on the needs of each particular neighbourhood, and the issues under discussion.

3.18 In developing the Local Plan, the Council will seek (where possible) to utilise these community forums as a mechanism to engage residents across the Borough, and will seek the advice of Elected Members and District teams as to the appropriate way in which to do this, so that the discussion is as relevant as possible to the area in question.

4 Community Involvement and the Local Plan

WHAT PLANNING POLICY DOCUMENTS ARE THERE?

4.1 There are two types of Local Plan documents and depending on the type of document these may form part of the Local Plan or provide additional guidance for implementing policies. The two types of Local Plan documents are:

4.2 **Development Plan Documents (DPDs)**, which include documents relating to the development and use of land and which contain the statutory planning policies which guide future development. DPDs form part of the Local Plan. The DPDs we have in place in Oldham are the Joint Core Strategy and Development Management Policies DPD (including some saved Unitary Development Plan policies) (the 'Joint DPD'), Greater Manchester Joint Waste DPD and the Greater Manchester Joint Minerals DPD. DPDs must be in conformity with NPPF.

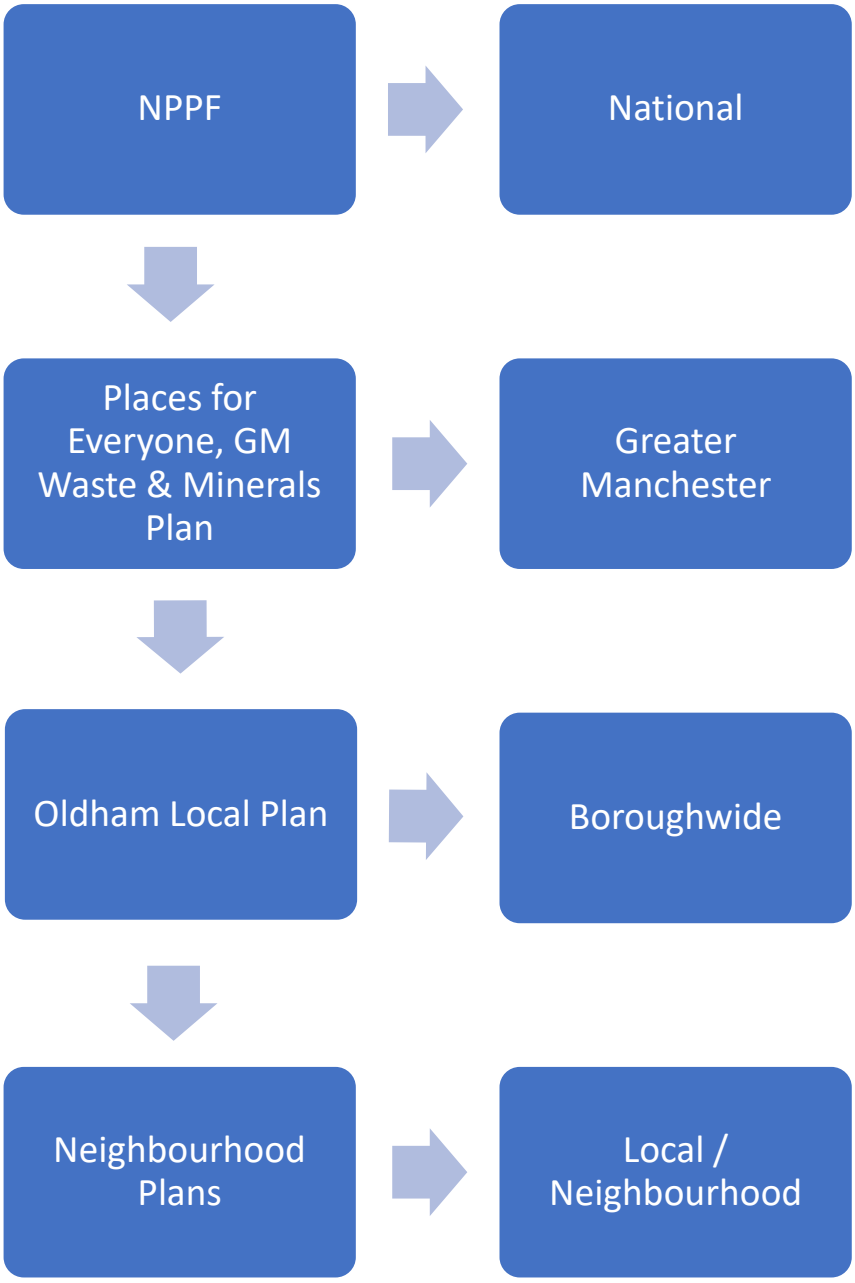
4.3 Oldham Council is currently working on Places for Everyone, which is a Joint DPD, and will form part of the Local Plan for the borough. The Local Plan is also being reviewed which will form a complementary part of Places for Everyone and will provide additional policy direction for Oldham.

4.4 **Supplementary Planning Documents (SPDs),** which provide greater detail on the policies and proposals in DPDs. SPDs are not part of the Local Plan but support Local Plan policies and are a material consideration in planning decisions.

4.5 In addition, the Localism Act introduced **Neighbourhood Plans**. Further information on Neighbourhood Plans can be found at paragraphs 4.29 - 4.40.

4.6 A diagram of the different tiers of plans is shown below.

Plan Hierarchy



4.7 Other documents include:

- Oldham's **Local Development Scheme** (LDS) is the project plan for the Local Plan and sets out details of the planning documents to be prepared and their timescales. This involves timescales for the various stages of plan preparation, including at the early stages of plan making. This early engagement with the community is an important part of the Local Plan. Methods of how we would engage the community are set out in Table 1. The latest LDS is published on the council's website [1].

- Oldham's **Monitoring Report** is the main mechanism for assessing the Local Plan's performance and effects. It reports on housing delivery, amongst other policy areas, duty to co-operate and whether the council is meeting key milestones as set out in the LDS.

- **Community Infrastructure Levy** (CIL) is a charge that is levied on new development floorspace and is intended to contribute towards the provision of infrastructure. There are two main stages of statutory consultation: Preliminary Draft Charging Schedule and the Draft Charging Schedule. Oldham Council consulted on a Preliminary Draft Charging Schedule early 2014. However, progress on CIL has been put on hold until Places for Everyone and Oldham Local Plan review have progressed.

DEVELOPMENT PLAN DOCUMENTS - THE PROCESS

4.8 There are four stages in the preparation of DPDs - Preparation, Publication, Examination and Adoption. These stages are set out by The Town and Country (Local Planning) (England) Regulations 2012 (as amended).

4.9 Preparation – This preliminary stage involves the gathering of baseline information to assist preparation of the Development Plan Document, evidence base gathering and early engagement with relevant consultation bodies (Regulation 18). This stage includes the drafting of the DPD and supporting documents and it includes various stages of consultation to engage the community.

4.10 Publication– The council will then prepare a Publication/Submission DPD and Final Integrated Assessment Report. It will then be published for consultation along with a statement of representations for at least 6 weeks (Regulation 19). Comments will be invited before it is submitted to the Secretary of State.

4.11 Examination – The Publication / Submission DPD will be subject to Independent Examination by a Planning Inspector who will test its “soundness" (Regulation 24).

4.12 Adoption – The Inspector will produce a report that will be binding upon the council should the council adopt the plan. The Inspector’s report will be published. Any recommended changes would have to be incorporated into the DPD before the council formally adopts and publishes it (Regulation 26).

SUPPLEMENTARY PLANNING DOCUMENTS - THE PROCESS

4.13 The Town and Country (Local Planning) (England) Regulations 2012 (as amended) sets out the stages for preparation of a SPD.

1 https://www.oldham.gov.uk/info/200709/documents_in_the_local_development_framework/230/local_development_scheme

4.14 This includes a statutory period of at least four weeks for public consultation on a SPD (Regulation 12), however, the council will normally consult for a minimum of 6 weeks. The community can then make representations on the SPD (Regulation 13).

4.15 The council will consider those representations and prepare a statement setting out who was consulted, the main issues raised and how those issues have been addressed (Regulation 12).

4.16 The council will adopt the final SPD and make the SPD and its adoption statement available to view and send the adoption statement to anyone that asked to be notified of the SPD adoption (Regulation 14).

SUSTAINABILITY APPRAISAL AND STRATEGIC ENVIRONMENTAL ASSESSMENT - THE PROCESS

4.17 A key aim of national planning policy is the delivery of sustainable development. The government's definition of sustainable development is set out in the NPPF. The NPPF states 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.

4.18 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 the different objectives):

1. an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

2. a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

3. an environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change, including moving to a low carbon economy.

4.19 Under the Planning and Compulsory Purchase Act 2004, a Sustainability Appraisal (SA) is mandatory for a DPD. The role of the SA is to promote sustainable development through assessing the emerging DPD against economic, environmental and social objectives.

4.20 The council is also required to carry out a Strategic Environmental Assessment (SEA) under the European Directive 2001/42/EC and the Environmental Assessment of Plans and Programmes Regulations 2004. This assesses the likely significant effects on the environment.

4.21 For both Places for Everyone and the Oldham Local Plan review the requirements of the SA and SEA will be met and published in an 'Integrated Assessment' (IA). In recognition that there will be linkages across the various assessments that the council is required to carry out, the IA will also incorporate the following:

- Equalities Impact Assessment (EIA), required by the Equality Act (2011). An EIA will help to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between people, considering protected characteristics, such as age and disability for example;

- Health Impact Assessment (HIA), recommended by the Department of Health. A HIA assesses the potential effects of the DPD on the health of the borough's population; and

- the findings from the Habitats Regulations Assessment (HRA), which is required by the Habitats Directive (2007). This ensures the protection of the integrity of European protected sites (in Oldham this is the Rochdale Canal and the South Pennine Moors).

4.22 A SA is not required for SPDs, however the council must determine whether a Strategic Environmental Assessment (SEA) is required.

4.23 There are several opportunities for community involvement during the stages of the IA of DPDs. These are explained below.

4.24 Pre-production - The council will carry out evidence gathering at this stage. This may involve engaging with key stakeholders, particularly statutory bodies, to establish relevant policies, plans and programmes and collecting baseline information.

4.25 Consulting on the Scope of the IA - The council is required to consult the following three consultation bodies (or any successor bodies) on the scope and level of detail in the IA Scoping Report for five weeks:

- Historic England;

- Natural England; and the

- Environment Agency.

4.26 The council may also consult other organisations and people in the community to inform this preliminary stage of plan making, however the IA will tend to be targeted at key stakeholders depending on the subject being covered by the DPD or SPD as it is a technical document.

4.27 Preparation - During the preparation of the DPD and IA, an opportunity for community involvement will also be available. This will be during the development of the DPD options and refinement of the plan. The options are essentially the approaches that the DPD could take.

4.28 Publication - The final opportunity for community involvement for the IA is the formal consultation period. For DPDs this is during the publication of the document before it is examined by a Planning Inspector.

NEIGHBOURHOOD PLANS

4.29 The Localism Act introduced the ability for a relevant body (a relevant body means a parish council or an organisation or body which is capable of being designated as a neighbourhood forum) to prepare a Neighbourhood Plan. Neighbourhood Plans, when adopted, form part of the Local Plan.

4.30 Neighbourhood Plans should support the delivery of strategic policies contained in Local Plans or spatial development strategies and should shape and direct development that is outside of these strategic policies. Neighbourhood Plans are assessed through an independent examination before going to a local referendum.

4.31 If a Neighbourhood Plan is approved at referendum then it immediately becomes part of the development plan and planning applications within the Neighbourhood Area would be assessed against it. Relevant bodies can also produce Neighbourhood Development Orders and Community Right to Build Orders.

4.32 It is the role of the relevant body to prepare and consult the community on the preparation of the Neighbourhood Plan as they see most appropriate up to 'Pre-submission publicity & consultation' stage, where at this stage the regulations set out how the relevant body must consult the community. However, Oldham Council has a role to advise and assist on the preparation of a Neighbourhood Plan and also has a role at key statutory stages.

4.33 Where a Neighbourhood Plan covers another Local Planning Authority, such as the Peak District National Park, a lead authority will be agreed to manage the process, however both authorities will ensure that statutory stages are met.

4.34 Oldham Council's role in relation to Neighbourhood Planning is set out in detail in our Neighbourhood Planning Policy Statement on the council's website [(2)].

4.35 Oldham Council may meet with the neighbourhood group before an application is made to designate a neighbourhood area or forum. Once a neighbourhood area is designated the council would help during the preparation stage of a neighbourhood plan / order through measures such as:

- Providing advice on requirements for neighbourhood planning;
- Providing available relevant evidence;
- Providing the strategic policies in the Local Plan and emerging Places for Everyone / Local Plan review;
- Signposting to useful websites and resources;
- Providing constructive comments on the draft neighbourhood plan / order and supporting documents; and
- Being available for engagement with the neighbourhood group, including participation in meetings and consultation, where appropriate.

4.36 Oldham Council have responsibility for engaging the community at the following stages of Neighbourhood Planning:

- Publicising an area / neighbourhood forum application;
- Publicising a designation of a neighbourhood area / forum;

2 https://www.oldham.gov.uk/info/200585/local_plan/1644/neighbourhood_planning

- Publicising a plan / order. This would include notifying any consultation bodies referred to in the consultation statement submitted by the relevant body;
- Organising an independent examination;
- Publicising the independent examiners report and plan proposal decisions;
- Organising a public referendum for the neighbourhood area; and
- Publicising the adopted neighbourhood development plan / order.

4.37 The basic process for preparing a Neighbourhood Plan or Neighbourhood Development Order is:

Neighbourhood Plan basic process

1. A relevant body state they wish to produce a Neighbourhood Plan or Neighbourhood Development Order. Oldham Council provides advice and assistance on the designation and preparation process.
2. The relevant body submits a draft Neighbourhood Plan or Neighbourhood Development Order to Oldham Council to determine conformity.
3. Oldham Council publicises the Neighbourhood Plan or Neighbourhood Development order.
4. Independent examination organised by Oldham Council.
5. Independent Examiner's report recommends the draft Plan or Order is submitted to referendum; or modifications need to be made and agreed by both sides then submitted to referendum; or the plan or order is refused.
6. Referendum organised by Oldham Council.
7. If more than 50% of those voting agree, Oldham Council must start using the Neighbourhood Plan or Order as part of the Local Plan immediately for the area and adopt the Plan or Order formally.

4.38 Where Oldham Council is required to carry out consultation on a Neighbourhood Plan this will be in line with The Neighbourhood Planning (General) Regulations 2012 (as amended). This includes:

- publicising on the council's website and other ways [3] to bring the neighbourhood plan document to the attention of people who live, work or carry on business in the area; and
- notifying consultation bodies referred to in the consultation statement submitted by the relevant body that the plan proposal has been received.

3 'other ways' will make use of the methods shown in Table 1, as appropriate

4.39 The timetable for a Neighbourhood Plan and public consultation stages is determined by the relevant body.

4.40 It is likely that a Service Level Agreement between the relevant body and Oldham Council (and adjoining Local Planning Authorities where appropriate) would be prepared to establish the level of assistance provided, as recommended by the Planning Advisory Service.

TALKING TO PEOPLE

4.41 The diverse population of the borough have differing needs that need to be considered when engaging in any consultation exercise. It is recognised that many people and groups that are known about in the borough are marginalised in the planning process. The council's aspiration, as set out in the SCI vision, is that "through a co-operative approach we will enable, empower and encourage all residents and stakeholders of the borough to actively participate in the planning process to help achieve our corporate outcome of safe, strong and sustainable communities". The planning system also places emphasis on community involvement that works to engage with all groups and individuals including those that may not have traditionally been engaged within the planning processes.

4.42 This SCI defines these groups or characteristics, as:

a. Disabled people;

b. Particular ethnic groups;

c. Men or women;

d. People of particular sexual orientation/s;

e. People in a Marriage or Civil Partnership;

f. People who are proposing to undergo, are undergoing or have undergone a process or part of a process of gender reassignment;

g. People on low incomes;

h. People in particular age groups;

i. Groups with particular faiths and beliefs; and

j. Other groups that may be affected e.g. vulnerable residents, homeless people, individuals at risk of loneliness, carers or serving and ex members of the armed forces.

4.43 Engaging with all communities including those sections of the community that have not traditionally participated in the planning process will ensure that the widest range of views are taken into consideration when forming the Local Plan. The council will arrange for the Local Plan documents to be made available in alternative formats (such

as large print, electronically, minority ethnic community languages etc), where appropriate, in order to facilitate understanding of the Local Plan, if requested and resources permitting.

4.44 The council will also comply with appropriate equality legislation when preparing the Local Plan and an Equalities Impact Assessment (EIA) will be undertaken alongside production of this SCI. An Equalities Impact Assessment was prepared to support the SCI 2020. Given the nature of the changes to this SCI (2021) there is no need for a revised EIA as the only changes are in relation to amending GMSF to Places for Everyone Joint Development Plan Document.

4.45 Equalities Impact Assessments (EIA) will be undertaken for DPDs and SPDs.

REPRESENTATIONS ON LOCAL PLAN DOCUMENTS - ENGAGING COMMUNITIES ON THE PRELIMINARY STAGES OF PLAN MAKING

4.46 There will be different stages for community involvement in the preparation of Local Plan documents. Representations on a Local Plan document can be made during its preparation stage (Regulation 18).

4.47 The council will encourage `frontloading` consultation, which means that potential participants are to be encouraged to engage as early as possible in the preparation process. This early stage under Regulation 18 will, where appropriate, aim to make more use of consultation methods such as focus groups, social media etc as outlined in Table 1 to attract a wider and more diverse audience to participate in the Local Plan process. By carrying out methods such as focus groups it is hoped that we can draw out issues from people not traditionally involved in the planning process so that the Local Plan reflects Oldham's diverse communities.

4.48 It is also important that statutory consultees, internal colleagues and other stakeholders are engaged early on in the process to help scope out the baseline information on the borough such as physical, economic, social and environmental characteristics, demographics and infrastructure capacity. Much of this will be collected during the Scoping Report of the Integrated Assessment, however it is important that information is kept up to date throughout the Local Plan preparation.

4.49 The council will also aim, where appropriate, to publish evidence that is prepared for the Local Plan review as it becomes available so that communities can view this early on in the plan making process to give greater understanding of the background and justification to the Local Plan as it emerges. The council will also share available evidence with community groups preparing Neighbourhood Plans as soon as it is available.

4.50 The council will ensure that communities are able to view the LDS on the council's website at all times to be kept informed about which planning documents are being prepared and their timescales. When the LDS is updated a new version will become available. The council reports our progress against the LDS project plan in the Monitoring Report published each year.

REPRESENTATIONS AT PUBLICATION STAGE

4.51 At publication stage (Regulation 19) representations must be based on whether the plan is considered:

- Legally compliant;
- Sound - that it is positively prepared, justified, effective and consistent with national policy [4]; and
- Complies with the Duty to Co-operate.

4.52 Representations made at publication stage will be considered by the Inspector during the public examination of the Local Plan. If representations seek changes to the DPD, they should specify the changes being sought to inform the Inspector.

4.53 Any representations made may be considered by the Inspector by way of written representations, although individuals may exercise their right to attend the examination and be heard.

HOW TO COMMENT

4.54 All formal Local Plan consultation documents can now be viewed and comments submitted interactively online during the consultation period via Objective Consultation Portal which respondents will be encouraged to use. To access Objective, please register online at https://oldham-consult.objective.co.uk/portal. The council may also prepare official comment forms for the public participation stages of DPDs. The comment forms will be available in both paper format at all formal deposit points and on the council's website, where used. Comments will also be accepted by email and letter (see Appendix 3 for contact details).

4.55 Details of the public consultation, including the document name, consultation dates and detail on how to respond are set out during consultations in the Statement of Availability (Public Notice), and in the email or letter to individuals and organisations on the Local Plan Mailing List. Details are also set out on the council's website.

Example

Annie Mills notices a public notice about a Local Plan consultation. Annie takes note of the deadline for comments and the consultation website.

She has a look through the document online and notices that it identifies a site near her home address. Annie registers herself as a user on the council's consultation portal and submits comments to say what type of development she would prefer the site to be developed for.

Annie knows that she will now receive further Local Plan messages and will find out more about the Local Plan as it is prepared.

4 www.gov.uk/government/publications/national-planning-policy-framework

WHO TO CONSULT

4.56 The Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), outline the types of 'specific',' general' and 'other' consultation bodies that should be consulted on the Local Plan.

4.57 This SCI does not identify all the separate agencies, organisations or individuals that the council will consult during the plan-making process. It does, however, provide guidance on the type of stakeholders that the council will consult. Appendix 1 lists the types of specific, general and Duty to Cooperate bodies that will be consulted, where appropriate. The specific consultation bodies include the borough's two parish councils – Saddleworth and Shaw & Crompton - who will be consulted at all formal consultation stages during the preparation of the Local Plan.

LOCAL PLAN MAILING LIST

4.58 The council has established a mailing list containing details of the specific, general and other consultation bodies and Government Departments specified in the Planning and Compulsory Purchase Act 2004 and the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) that will be consulted on the Local Plan (See Appendix 1 for details of the consultation bodies.)

4.59 The mailing list also contains details of individuals and organisations that have specifically requested to be kept informed about preparation of the Local Plan.

4.60 Anyone can register on our online consultation portal at http://oldham-consult.limehouse.co.uk/portal/oc/planning/spi/

4.61 Anyone can be added to, or removed from, the Local Plan mailing list at any time by contacting the council's Strategic Planning and Information section (See Appendix 3 for contact details).

DATA PROTECTION

4.62 Information on the collection of personal data and privacy is available via the following link https://www.oldham.gov.uk/info/200148/data_protection_and_freedom_of_information

4.63 The Strategic Planning and Information Privacy Notice and the Development Management Service Privacy Notice can be found via the above link.

CONSULTATION METHODS AND THE LOCAL PLAN

4.64 There are a range of consultation methods that the council could use to engage the community in the preparation of the Local Plan. However, it has to be recognised that different consultation methods may be better suited to engaging different sections of the community. The consultation methods used may also depend on the type of Local Plan document in preparation and the stage it is at.

4.65 As a minimum all draft DPDs and SPDs [(5)], will at the relevant formal stages for public consultation with the community benefit from the following approaches to community engagement:

5 This does not relate to evidence base documents necessarily

1. Public Notice outlining details of the Local Plan documents will be published;
2. a press release with details of the Local Plan documents will be issued;
3. the Local Plan documents will be published on the council's website;
4. the Local Plan documents will be made available at public libraries; [6]
5. the Local Plan documents will be made available at the council's principal office, i.e. at Access Oldham; and
6. a letter or email will be sent to those relevant parties on the Local Plan mailing list, including statutory consultees, Oldham Partnership and Oldham Councillors explaining that the Local Plan documents are available for consultation and information on where they can be found.

4.66 Please note that during coronavirus restrictions where public libraries and the council's principal office are closed or restricted to visitors the council will not make use of consultation methods 4 and 5 set out in paragraph 4.65. We will make use of online methods of communication and the council will seek to make use of alternative arrangements as set out in paragraph 4.68.

4.67 Table 1 details the main consultation methods that the council will use as a minimum standard as listed above in paragraph 4.65 and having regard to paragraph 4.66. It also details the consultation techniques that the council may make use of over and above this minimum, if appropriate and resources permitting. The table provides a summary of the benefits and limitations of each consultation method available to the council and also gives an indication of which section of the community the consultation method could be most appropriate at targeting.

4.68 As stated above during coronavirus restrictions the council may not be able to make use of all the methods outlined below in Table 1. In such circumstances online methods of communication will be the predominant form of consultation and the council may seek opportunities to make use of representatives that can represent a community or sector, where appropriate.

6 For library opening times please visit https://www.oldham.gov.uk/info/200395/find_a_library

Table 1 Types of Consultation Methods

How we get in touch with people	Method	Benefits	Limitations	Groups most likely to benefit from consultation method
Availability of documents	Publication of Draft and Submission documents to allow public participation. Copies available at Oldham Council (Access Oldham) and libraries during opening hours. Other formats available on request.	Information available locally to a wide range of readers.	Limited to office / library hours. Some people may have mobility issues / be unable to read. Coronavirus restrictions may mean this option is not possible. Please see paragraphs 4.66-4.68.	General Public, Interested Individuals and Organisations.
Statutory Notice / Letter / email to Statutory Consultees / people and organisations on the Local Plan Mailing List	Notification about document preparation and consultation details. Notice placed in local newspaper, on website, posted or emailed to people on Local Plan mailing list and made available at the council's office and public libraries.	Notice / letter explains consultation details and how to respond. Individuals and organisations that expressed interest in being informed can be directly notified about document preparation and consultation dates.	Individuals may miss the notice and information. Only people and organisations on the Local Plan mailing list will receive information directly. May not be aware of the Local Plan mailing list. Coronavirus restrictions may mean that the statutory notice cannot be placed in public	Statutory Consultees, General Public, Interested Individuals and Organisations, Agents, Developers and Landowners.

How we get in touch with people	Method	Benefits	Limitations	Groups most likely to benefit from consultation method
			libraries and at the council's office. Please see paragraphs 4.66-4.68.	
Council Website / Objective Consultation Portal	Documents made available electronically.	Documents can be accessed 24 hours a day, at home or work to a wide range of people. Libraries contain computers that can be used to access the documents.	Some people may have poor IT skills. Areas may have poor broadband.	General Public, Interested Individuals and Organisations, Agents, Developers, and Landowners.
Councillors	Local Councillors are emailed with details of the consultation. Copies of the documents placed in the Members Rooms.	Community representatives' input and endorsement for the document.	Coronavirus restrictions may mean this option is not possible. Please see paragraphs 4.66-4.68.	Councillors.
Press Release	Press release issued.	Notification of document preparation and consultation dates can achieve wide coverage and reach people not on the Local Plan Mailing List.	Press release may not be published.	General Public, Interested Individuals and Organisations

How we get in touch with people	Method	Benefits	Limitations	Groups most likely to benefit from consultation method
Council Magazines	"Borough Life" produced three times a year. "Staff Matters" magazine (bi-annual) and Team Brief (weekly) email.	Opportunity for articles about Local Plan preparation and consultation dates. Information can cover the whole borough and reach a wide range of readers. Opportunity for articles about Local Plan preparation and consultation dates. Many of our staff live within the borough so information will reach a wide range of people.	Publication dates may not fit in with Local Plan consultations.	General Public and Oldham Council staff.
Focus Groups	Meetings of specific stakeholders with relevant interest in area / topic invited to provide input into document.	Can gain views from particular groups of people who are under-represented. Can have detailed discussion on particular topics or sites. May be viewed as a more accessible way of engaging people in the planning process.	May need to rely on other organisations to help organise. Relies on people wanting to volunteer time or being able to voice opinions. Minuted discussions rather than written representations. Coronavirus restrictions may mean this option is difficult to implement. Please see paragraphs 4.66-4.68.	General Public, organisations, Statutory Consultees. Agents. Developers. Oldham Partnership. Landowners.

How we get in touch with people	Method	Benefits	Limitations	Groups most likely to benefit from consultation method
Public Meetings	Meetings with the community to provide input into the document.	Opportunity for people and officers to listen to each other and ask questions to officers directly. Can reach a wide range of people. Allows people to engage in the Local Plan without having to read documents. May make use of visual display of information.	May be unawareness about public meetings. People may not be able to make meeting times. Coronavirus restrictions may mean this option is not possible. Please see paragraphs 4.66-4.68.	General Public, Interested Individuals and Organisations.
Meetings of Interested Parties	Meetings of stakeholders with relevant interest in area/ topic invited to provide input into document.	Can address particular issues in detail.	Would just apply to specific organisations / agents etc. Coronavirus restrictions may mean this option is difficult to implement. Please see paragraphs 4.66-4.68.	Statutory Consultees, Interested Individuals and Organisations, Agents, Developers and Landowners.
Survey / Questionnaire	Surveys/ questionnaires to general public and stakeholders with relevant interest in area or topic invited to provide input into the document.	Useful in engaging people at early stages. Gathers evidence and information to inform plan preparation. Can be online or postal.	Representations may be non planning related.	General Public, Interested Individuals and Organisations.

How we get in touch with people	Method	Benefits	Limitations	Groups most likely to benefit from consultation method
Exhibition	Exhibition about document can be displayed in venues across the borough to generate publicity.	Opportunity for people and officers to listen to each other and ask questions to officers directly. Can reach a wide range of people. Allows people to engage in the Local Plan without having to read documents. May make use of visual display of information.	Not everyone will see exhibitions. Coronavirus restrictions may mean this option is not possible. Please see paragraphs 4.66-4.68.	General Public, Interested Individuals and Organisations.
Leaflets / Posters	Leaflets and Posters about document can be prepared and circulated around the community to generate publicity.	Reaches a wide area and range of people.	Limited information.	General Public.
Local Plan Helpline	Telephone numbers of council officers available for people wanting details about document.	Opportunity for people and officers to listen to each other and ask questions to officers directly.	Limited to office hours.	General Public, Interested Individuals and Organisations.

How we get in touch with people	Method	Benefits	Limitations	Groups most likely to benefit from consultation method
Oldham Partnership	Partnership structure allows relevant stakeholders to be involved in the Local Plan preparation.	Opportunity for people and officers to listen to each other and ask questions to officers directly. Can reach a wide range of people. Allows people to engage in the Local Plan without having to read documents. May make use of visual display of information.	Will only reach those engaged through Oldham Partnership.	Business, Black and Minority Ethnic, Voluntary, Faith and Community groups.
Social Media	Where appropriate publicise consultations via the council's Twitter and / or Facebook page.	Can reach a wide geographic area and a wide range of people, particularly young people. Can target particular ages and postcode areas to target people not traditionally involved in the planning process. Social media seen as a modern way of engaging people. Use of videos would help generate interest.	Limited amount of text. Not everyone will use social media.	General Public.

How we get in touch with people	Method	Benefits	Limitations	Groups most likely to benefit from consultation method
Access Oldham Information Screen	Screen in Access Oldham reception which can promote details of consultation.	Can reach a wide range of people that use Access Oldham to promote details of consultation.	Limited amount of text. Only those visiting Access Oldham will potentially see the screens. Coronavirus restrictions may mean this option is not possible. Please see paragraphs 4.66-4.68.	General Public.
Variable Message Signs	Variable message signs located on A roads around the borough can be used to promote Local Plan consultation.	Can reach a wide range of people in different geographic locations to promote details of consultation.	Limited amount of text. Only people passing signs will see details displayed.	General Public.

5 Reporting Back

5.1 The council will acknowledge all comments submitted at public participation stages about Local Plan documents. Any comments submitted cannot be treated as confidential.

5.2 All comments will be summarised in a 'Public Schedule of Representations Report'. Where changes are being sought to the DPD or SPD, a 'Responses Report' will indicate whether any amendments will be made along the lines being suggested before the document is submitted for examination in the case of a DPD. These two reports may be combined into a single document.

5.3 The Reports will be made available on the council's website as well as in hard copy at the Civic Centre Access Oldham and public libraries as soon as practicable. Please note that during coronavirus restrictions these Reports may only be available online.

5.4 All Local Plan documents will be subject to the approval processes outlined in the Local Plan Scheme of Delegation that has been approved by Full Council.

6 Community Involvement in the Places for Everyone Joint Development Plan Document

6.1 Nine of the Greater Manchester authorities (including Oldham) are working on the production of a joint plan titled 'Places for Everyone Joint Development Plan Document'. Places for Everyone will provide the overarching framework to strategically manage sustainable growth and development across the conurbation over the next twenty years or so.

6.2 Principally, Places for Everyone will identify the housing numbers and employment floorspace needs and associated infrastructure requirements as well as identifying the key allocations and broad opportunity areas where this growth should be focussed. Further information on the preparation process for Places for Everyone can be found on the homepage [1].

6.3 Consultation on Places for Everyone is carried out on a joint basis and is in line with the Town and Country Planning (Local Planning) (England) Regulations 2012 and the nine districts' Statements of Community Involvement.

6.4 If you wish to register your interest in being informed of future Places for Everyone consultation please register on the mailing list sign up [2] page or contact:

- planningandhousing@greatermanchester-ca.gov.uk.

1 https://www.greatermanchester-ca.gov.uk/what-we-do/planning-and-housing/places-for-everyone/
2 https://greatermanchester-ca.us15.list-manage.com/subscribe?u=0014d640ea6c4781cba40f2f2&id=40152f3438

7 Duty to Co-operate

7.1 The Localism Act requires Local Planning Authorities and public bodies to engage constructively, actively and on an on-going basis to maximise the effectiveness of addressing strategic cross boundary matters in Local Plans. The ‘duty to co-operate’ is a statutory requirement for all Local Planning Authorities in relation to the planning of sustainable development.

7.2 Oldham Council will continue to work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and reflected in the preparation of the Local Plan. The extent to which the council has undertaken this duty will be scrutinised as part of the independent examination of the Local Plan. The bodies that will be consulted on under the 'Duty to Co-operate' are listed in Appendix 1. Specific meetings will take place with public bodies, such as United Utilities, the Environment Agency, Natural England and Historic England and neighbouring authorities as appropriate throughout the Local Plan process.

7.3 The council will prepare a Statement of Common Ground, which is a written record of the progress made to address any strategic cross boundary matters during the Local Plan preparation. It outlines where effective co-operation is and is not happening, and is a way of demonstrating at examination that plans are deliverable over the plan period, and based on effective joint working across local authority boundaries. It is also evidence that the council has complied with the Duty to Cooperate. This will be maintained and made available on the council's website.

7.4 In relation to Places for Everyone, GMCA and Local Planning Authorities will ensure that the Duty to Cooperate with neighbouring councils and other prescribed bodies is met, as set out in law to ensure effective and deliverable policies on strategic cross boundary matters.

7.5 The Monitoring Report is published annually and outlines any activity relating to Duty to Cooperate.

8 Community Involvement and Development Management

8.1 The council is responsible for the processing of all planning applications within the borough. To ensure that people within the borough are aware of proposals and that they have the chance to be involved in decision-making, notification is vital.

8.2 As well as setting out the ways in which the council will involve the community in the preparation of the Local Plan, the SCI also sets out the ways in which the council will involve the community in the decision making process for determining planning applications.

8.3 The purpose of this section is to set out what the council's decision-making process involves in relation to planning applications and to explain the council's approach to community involvement.

8.4 Please note these procedures are subject to change in response to the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 or any other enacted emergency regulations.

PRE-APPLICATION DISCUSSIONS

8.5 Developers are currently encouraged to contact the council prior to the submission of a major planning application to discuss a development proposal and any issues that may arise from it. Developers are also encouraged to discuss their proposal with ward councillors and other specific consultation bodies, where appropriate, before submitting a planning application. This has the benefits of allowing relevant issues to be raised and resolved early, providing more time to consider and develop better quality solutions, and removing delay to the formal planning process.

8.6 Entering into pre-application discussions with potential developers does not indicate endorsement by the council for a particular application. It simply enables effective communication between the developer, the council and interested parties.

8.7 Where the council considers a proposal to be of a scale and/or nature that it is likely to generate significant levels of public interest, the prospective developer will be encouraged to engage with ward councillors, the local community (including Parish Council's) and undertake wider consultation.

8.8 The developer will be expected to submit a statement outlining the extent of the consultation completed with the planning application and to explain how the feedback from the consultation process has influenced the submitted scheme.

8.9 For more information on the pre-application process and fees please click here [1].

HOW LONG DOES IT TAKE TO PROCESS PLANNING APPLICATIONS?

1 https://www.oldham.gov.uk/info/200351/planning/2367/pre-application_advice

8.10 The council aims to process planning applications within the Government's target periods. For example, at least 60% of major planning applications determined within 13 weeks (16 weeks for applications submitted with an Environmental Statement), 65% of minor planning applications within 8 weeks and 80% of other planning applications within 8 weeks.

METHODS OF PUBLICITY

8.11 Consultation and publicity on planning applications does not just involve the public. The council must also consult the appropriate statutory bodies. In deciding which statutory body is consulted, the council must take into account the nature and location of the proposal and the relevant legislative context. Statutory consultees have 21 days in which to respond, however, they will be allowed a longer period of time to comment on applications where this is prescribed by legislation. There are also a number of non-statutory bodies, which the council will consult in appropriate circumstances. Consultation periods on planning applications will be time-limited because the council is under a duty to meet the targets outlined in paragraph 8.10.

8.12 The statutory requirements for publicity for all planning applications are laid out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

8.13 There are several stages following the receipt of, and during the processing of a planning application, where the council will instigate community publicity and involvement and these are described below.

8.14 Planning applications and the accompanying plans are available for inspection via Oldham Council's website.

8.15 A weekly list of all planning applications received by the council is made available and publicised in the following ways:

a. copy emailed to all councillors and groups and individuals who request to be on the mailing list;

b. the council's website (which will seek to continually improve its functionality for users and develop in line with best practice to ensure that it is: more user friendly; up to date; accurate; simple to navigate; and that funding for the required improvements is in place); and

c. printed copies of the weekly list can be provided on request, for a fee.

8.16 The list will contain an initial assessment of the level at which the decision will be taken.

8.17 Where a Site Notice is posted, it will be displayed on or near to the application site, for not less than 21 days, during which time online representations may be made.

8.18 Local press advertisements are undertaken in the following circumstances and normally request that any representations are made within 14 days of their publication:

a. applications with an Environmental Statement;

b. departures from the Local Plan;

c. applications that affect a right of way as defined by the Wildlife and Countryside Act;

d. development affecting the character or appearance of a Conservation Area;

e. development affecting the setting of a Listed Building;

f. applications for Listed Building Consent or Conservation Area Consent; and

g. Major Development.

Major applications are defined as follows:

a. the winning and working of minerals or the use of land for mineral-working deposits;

b. waste development;

c. the provision of dwelling houses where -

i. the number of dwelling houses to be provided is 10 or more; or

ii. the development is to be carried out on a site having an area of 0.5 hectares or more and it is not known whether the development falls within sub-paragraph (c)(i);

d. the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or

e. development carried out on a site having an area of 1 hectare or more.

NEIGHBOUR NOTIFICATION LETTERS

8.19 Site notices are displayed and / or letters are sent to ‘adjoining’ occupiers in respect of every planning application within which the development requires planning permission i.e not Lawful Development Certificates, or, unless required by legislation, applications for 'prior notification'.

8.20 ‘Adjoining’ in this sense means, as a minimum:

a. any properties which share a boundary with the application site

b. in the case of proposals that may have a significant impact on neighbours the notification will be extended to include other properties close by, by additional letters or additional site notices.

8.21 The Development Management case officer will make a judgement as to whether letters will be sent and who will be notified.

8.22 Individual occupiers are invited to inspect the application and make online observations within 21 days.

8.23 When comments are submitted online regarding a planning application via the council website, an electronic acknowledgement will be sent from adoption of this SCI.

WHEN IS WIDER CONSULTATION NECESSARY?

8.24 In the case of major planning applications, additional methods of publicity may be used to involve the community in the decision making process in addition to the statutory requirements detailed above. The section below highlights what the council will recommend to applicants.

8.25 Government guidance has categorised significant/major developments into three tiers, each of which will require a different level of consultation.

8.26 The categorisation will depend upon the characteristics of the application and its conformity with national and local planning policy.

8.27 The identification of the nature of the planning application allows the council to determine the type and extent of consultation that needs to be undertaken to ensure the residents of the borough are adequately informed and are able to provide comments that inform the decision making process.

8.28 The preparation of the SCI has allowed consideration of the council's current practice for notification and consultation on planning applications. The current practice for many applications is appropriate and will continue.

8.29 The council appreciates that it is very often major planning applications that can, in certain instances, be of concern to the residents in the borough. The SCI seeks to widen its consultation and engagement practices in these instances.

8.30 The council will adopt a three-tiered approach in line with Government advice which will set out the framework for those applications that will be subject to wider community involvement. Table 2 intends to set out the approaches to community involvement that may be appropriate in each instance.

Table 2 Approaches to Significant / Major Planning Applications

Approach	TIER 1 - Applications where there are issues of scale and controversy, or are contrary to / out of line with Local Plan policy	TIER 2 - Applications broadly in accordance with the Local Plan but raising controversial issue or detail	TIER 3- Applications of a scale or on a site for which the authority requires local community involvement
Public Meetings	yes	yes	
Public Exhibition	yes	yes	
Development Briefs	yes		
Design Exercises	yes		
Website	yes	yes	yes
Media / Leaflets	yes	yes	yes

8.31 The tiered approach allows the council to set out which of the planning applications that it receives need wider consultation and what degree of wider consultation is appropriate. This will be determined on a case-by-case basis. Please note that during coronavirus restrictions community involvement methods may be restricted to online methods only.

Tier Level 1

8.32 Planning applications will be subject to the widest level of community consultation. Appropriate levels of consultation for this tier may include techniques such as public meetings, design type exercises and more wide scale media.

Tier Level 2

8.33 Planning applications in this level will be given 'medium' level wider consultation. Appropriate levels of consultation at this tier may include methods such as general public meetings or exhibitions. The involvement of the community in the area of the proposal will be more appropriate.

Tier Level 3

8.34 These are major developments, which will only have implications at a local level on a site-by-site basis and therefore only the local community near the proposal site need to be involved through consultation.

PROCESS OF INVOLVEMENT

8.35 Where neighbour notification has taken place, the council will not determine planning applications within 21 days of the date of the notification letter. The results of any such notification will be reported and taken into account in decisions made by, and on behalf of, the council. The Council has a responsibility to deal with planning applications within a specified time and because of that is not able to engage with/discuss the case with local residents or respond to individual queries.

8.36 Consideration will be given to all representations received later than 21 days provided the planning application has not been determined.

8.37 All representations need to be made online through the council's website, giving the name and address of the respondent; anonymous representations cannot be given significant weight in the determination of a planning application. Representations by letters and emails will not be accepted unless the online system is unavailable. Verbal representations will not be recorded nor taken into account in the decision making process.

8.38 The council will publish individual comments anonymously, however, names and addresses of respondents cannot be treated as confidential and are available for public inspection without exception. Representations are kept on file with the application and form part of the public record, which must be presented upon request.

8.39 Planning applications will often generate much public interest and lead to a large number of objections. The negotiation stage will often result in the submission of amendments to overcome some of these objections. Re-notification of neighbours on minor amendments which can significantly delay consideration of an application is left

to the discretion of the Head of Service. Minor amendments are often made to overcome a particular objection or concern so there may be no need to re-notify in such circumstances.

8.40 More significant alterations will require neighbour re-notification. Those persons re-notified will be given a further minimum seven working days to make representations.

8.41 Once a decision has been made on a planning application, legislation allows for subsequent applications to be made to the Local Planning Authority for both material and non-material changes. Where material changes are proposed full consultation and notification procedures will be applied.

DECISION PROCESS

8.42 More than 90% of all planning applications are determined under delegated powers by the Executive Director and/or Head of Service. However, the Planning Committee determines most of the larger, more complex planning applications.

8.43 Ward members can request that an application be referred to Planning Committee for determination. This request will be dealt with in accordance with a protocol approved by Council.

8.44 The Planning Committee meets approximately every four weeks in Oldham Civic Centre at 6.00pm. Members of the public can attend if they so wish.

8.45 These procedures are subject to change in response to the Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations 2020 or any other enacted emergency regulations. In such circumstances details will be published on the Council's website.

8.46 If a planning application is to be considered by the planning committee the details, and officers report, will be published on the Council's website five days before the date of committee.

8.47 Members of the public can attend the meeting and have a right to speak in accordance with an adopted protocol/scheme of delegation. The council allows one objector and one supporter to speak on each planning application, each for a maximum of three minutes.

8.48 An elected ward councillor can also address the Planning Committee in accordance with an adopted protocol/scheme of delegation.

8.49 Planning Committee reports are made available on the council's website five working days before the Planning Committee meeting. Copies of the Planning Committee agenda can also be obtained from the Council's Committee Services Section.

8.50 If any further information has been received in connection with an application in the intervening period between the publication of the agenda and the planning committee date, it will be reported to the committee in a 'Late List' document. This is a public document which is placed on the councils website and copies are available at the meeting.

8.51 At the Planning Committee meeting the Chair will introduce each item and will invite those wishing to speak to do so. The Planning Officer in attendance will then bring any necessary information, in addition to that contained in the report, to the Planning Committee's attention.

8.52 A further discussion by Planning Committee Members will follow but members of the public cannot take part in the debate. A decision will then be made and the minutes of the meeting will be agreed at the next available Planning Committee.

POST APPLICATION

8.53 All decisions relating to planning applications are published on the council's website at www.oldham.gov.uk - then click on 'Search for an application'.

COMPLAINTS

8.54 The council sets out its procedures for making complaints or providing feedback about the council on the council's website under Complaints and feedback about the council [2].

PLANNING APPEALS

8.55 Only applicants have a right to appeal against a refusal of planning permission, against conditions imposed on a planning approval or after certain time periods against the non-determination of a planning application. There are no third party rights of appeal.

8.56 All individuals and organisations that were notified at the time the planning application was originally submitted and all those who subsequently made comments in relation to the planning application, will be notified in writing of any appeal and of how to make their views known. All letters received by the council will be copied and sent to the Planning Inspectorate.

8.57 Where an appeal is to be heard at a public inquiry the council will also erect a site notice and publicise the details in the press.

2 https://www.oldham.gov.uk/info/200143/complaints_and_feedback/630/complaints_or_feedback_about_the_council

Example

Brian Fuller receives a letter from the council telling him that his next door neighbour has applied for planning permission for a side extension.

The letter sets out where to view the planning application, the deadline for comments and the options for sending any comments.

Brian later looks on the council's website at the planning application.

There are a few issues that Brian is not happy with so he registers and submits his comments online.

He writes about the visual impact of the extension, the scale of it and how it will impact on the Conservation Area that the property sits within.

After a period of time Brian checks the decision notice on the planning application via the council's website.

9 Resources and Management of Community Involvement in Planning

9.1 There will be resource implications, both financial and staff time, for the council depending on the type of consultation methods used for each Local Plan document. The council's planning policy team will lead on the consultation for Local Plan documents with input from other sections of the council and the Oldham Partnership, as appropriate.

9.2 The planning policy team currently comprises of five planners. However, it has to be recognised that its workload also encompasses other planning and corporate work in addition to the Local Plan. Therefore the staff resources that will be available for public consultation may vary during the preparation of the different Local Plan documents.

9.3 The planning policy team's budget will include an element for consultations on Local Plan documents.

9.4 The council's Development Management section is responsible for managing the public consultation processes on planning applications as outlined in Section 8.

10 Review and Monitoring

10.1 The council will monitor, through Oldham's Monitoring Report, the SCI to see how it is performing in terms of involving the community. As part of this the council will evaluate the consultations undertaken in terms of resources used and response rates. The council will also review the success and effectiveness of the various community involvement techniques used and will use the findings to review the appropriateness of the methods and procedures used. If we need to make significant changes to our consultation techniques and methods, we will prepare a new SCI.

10.2 The Monitoring Report has to be prepared each year and covers the previous financial year period.

Appendix 1 Consultees on Local Plan and Development Management

A1.1 The lists of consultation bodies are as complete as can be reasonably expected at the time of writing this SCI. There may be other organisations and groups that exist, that may be formed in the future or may succeed these organisations - they will not be excluded from involvement simply because they are not named here.

Duty to Co-operate Bodies

- Calderdale Council;
- Civil Aviation Authority;
- Environment Agency;
- Greater Manchester Combined Authority;
- Greater Manchester Health and Social Care Partnership;
- Greater Manchester Local Enterprise Partnership;
- Greater Manchester Local Nature Partnership;
- High Peak Borough Council;
- Historic England;
- Homes and Communities Agency;
- Kirklees Council;
- Manchester City Council;
- Marine Management Organisation;
- Natural England;
- Office of Rail Regulation;
- Oldham Clinical Commissioning Group
- Oldham Council Local Highways Authority / Unity Partnership;
- Peak District National Park Authority;
- Rochdale Borough Council;
- Tameside Metropolitan Borough Council; and
- Transport for Greater Manchester.

Specific Consultation Bodies

A1.2 The following bodies are specific consultation bodies and will be consulted by the council in accordance with the Planning and Compulsory Purchase Act 2004 and The Town and Country Planning (Local Planning) (England) Regulations 2012:

- The Environment Agency;
- Historic England;
- Natural England;
- Highways England;
- Local Planning Authorities, County Councils or Parish Councils, any part of whose area is in or adjoins the borough;
- Any person to whom the electronic communications code applies by virtue of a direction given under Section 106 (3) (a) of the Communications Act 2003;
- Any person who owns or controls electronic communications apparatus situated in any part of the area of the borough;
- Primary Care Trust;

- A person to whom a licence has been granted under the Section 6(1)(b) or (c) of the Electricity Act 1989;
- A person to whom a licence has been granted under Section 7(2) of the Gas Act 1986;
- A sewage undertaker;
- A water undertaker;
- Coal Authority;
- Marine Management Organisation;
- Network Rail Infrastructure Limited; and
- The Homes and Communities Agency.

General Consultation Bodies

A1.3 The following bodies are general consultation bodies and will be consulted by the council, where appropriate, in accordance with the Planning and Compulsory Purchase Act 2004 and The Town and Country Planning (Local Planning) (England) Regulations 2012:

- Voluntary bodies some or all of whose activities benefit any part of the borough;
- Bodies which represent the interests of different racial, ethnic or national groups in the borough;
- Bodies which represent the interests of different religious groups in the borough;
- Bodies which represent the interests of disabled persons in the borough; and
- Bodies which represent the interests of persons carrying out business in the borough.

Other Consultees

A1.4 There are a number of other agencies and organisations that the council will also consult with, where appropriate.

Appendix 2 Glossary of Terms

Community Infrastructure Levy (CIL) - is a charge that is levied on new development floorspace and is intended to contribute towards the provision of infrastructure.

Community Right to Build Order - a form of Neighbourhood Development Order that can be used to grant planning permission for small scale development for community benefit on a specific site or sites in a neighbourhood area.

Core Strategy - A Development Plan Document that sets out a long-term spatial vision and strategic objectives for the borough. It also contains a spatial strategy, core policies and a monitoring and implementation framework.

Development Management Policies – These are criteria based policies that are required to ensure that all development taking place within the borough meets the spatial vision and objectives set out in the core strategy.

Development Plan Document (DPD) - A spatial planning document that is subject to Independent Examination and forms part of the Development Plan. They can include Core Strategy, Site Specific Allocations of Land and Area Action Plans.

Duty to Co-operate - a legal test that requires cooperation between Local Planning Authorities and other public bodies to maximise the effectiveness of policies for strategic matters in Local Plans.

Equalities Impact Assessment (EIA) - An EIA will help to eliminate unlawful discrimination, advance equality of opportunity and foster good relations between people, considering protected characteristics, such as age, disability etc.

Greater Manchester Combined Authority (GMCA) - The GMCA is made up of the ten Greater Manchester councils and Mayor, who work with other local services, businesses, communities and other partners to improve the city-region.

Habitat Regulations Assessment (HRA) - is required by the Habitats Directive (2007). This ensures the protection of the integrity of European protected sites.

Health Impact Assessment (HIA) - A HIA assesses the potential effects of the DPD on the health of the borough's population.

Integrated Assessment (IA) - An assessment that incorporates the Sustainability Assessment, Strategic Environmental Assessment requirements, Equalities Impact Assessment, Health Impact Assessment and the findings of the Habitats Regulations Assessment into one single document.

Local Development Document (LDD) – The generic term given to all constituent documents of the Local Plan.

Local Plan – The Development Plan for the borough consists of saved policies in the Oldham Unitary Development Plan, and/or Development Plan Documents that replace the saved policies.

Local Development Scheme (LDS) – A project plan for the preparation of the Local Plan. It is a rolling three year programme which the council should review and update each year.

National Planning Policy Framework (NPPF) - Framework which sets out the Government's planning policies for England and how these are expected to be applied.

Neighbourhood Development Order - An Order which can grant planning permission for specific types of development in a specific neighbourhood area.

Neighbourhood Development Plan (NDP) - Parish and town councils and neighbourhood forums can write a Neighbourhood Development Plan (NDP) for their area. The NDP can set out policies and plans for that area, like a Development Plan Document but on a very local scale.

Places for Everyone Joint Development Plan Document - A joint plan for nine Greater Manchester districts (including Oldham) that will provide the land for jobs and new homes across the city region.

Saved policies or plans – Existing adopted plans that are saved for three years or until replaced by a more up-to-date replacement plan.

Statement of Community Involvement (SCI) – This sets out the standards that the council will achieve in terms of engaging communities in the preparation of the Local Plan and development management decisions.

Supplementary Planning Document (SPD) – A Supplementary Planning Document provides additional information in respect of policies contained in the Development Plan Documents. It is not subject to Independent Examination and does not form part of the Development Plan, although it can be a material consideration when determining planning applications.

Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) - these assessments promote sustainable development through assessing the emerging Local Development Document against economic, environmental and social objectives.

Appendix 3 Contact Details

LOCAL PLAN

If you require further information about the Local Plan, including the Statement of Community Involvement, please:

a. Visit the council's Local Plan webpage [1].

b. Visit the objective consultation portal at https://oldham-consult.objective.co.uk/portal

c. Contact the council's planning policy section at:

Telephone: 0161 770 4061/1672

Email: spi@oldham.gov.uk

DEVELOPMENT MANAGEMENT

If you have any queries relating to planning applications, please contact the Development Management section at:

Telephone: 0161 770 4105

Email: planning@oldham.gov.uk

ADDRESS

The address for the Local Plan team and Development Management is:

Oldham Council

Planning and Infrastructure

Room 310, Level 3

Civic Centre

West Street

Oldham

OL1 1UH

1 https://www.oldham.gov.uk/info/200585/local_plan

Appendix 4 Useful Contacts and Websites

Table 3 Useful contacts and websites

Contacts	Websites
Oldham Council Strategic Planning	https://www.oldham.gov.uk/info/200585/local_plan
Oldham Council Development Management	https://www.oldham.gov.uk/info/200351/planning
Planning Practice Guidance on Consultation and pre-decision matters	https://www.gov.uk/guidance/consultation-and-pre-decision-matters
Greater Manchester Combined Authority	https://www.greatermanchester-ca.gov.uk/
Planning Inspectorate	https://www.gov.uk/government/organisations/planning-inspectorate
Planning Portal	https://www.planningportal.co.uk/

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Report to CABINET

GM Electric Vehicle Charging Infrastructure Strategy (EVCI)

Portfolio Holder:
Cllr A Shah, Leader of the Council and Cabinet Member for Economic and Social Reform

Officer Contact: Helen Lockwood, Deputy Chief Executive

Report Author: Joanne Betts
Ext.

26th July 2021

Reason for Decision

A Greater Manchester Electric Vehicle Charging Infrastructure Strategy has been prepared by Transport for Greater Manchester in partnership with the 10 GM local authorities and other stakeholders as a sub-strategy of the GM2040 Transport Strategy. It will be recommended to the July GMCA for approval and adoption.

Executive Summary

The availability of and access to charging infrastructure is recognised as a critical barrier to the adoption of Electric Vehicles in Greater Manchester. In order to support and accelerate the transition to EVs across GM it will be important to have the right type of Electric Vehicle Charging Infrastructure in the right locations to meet demand. The GM Electric Vehicle Charging Infrastructure (EVCI) Strategy aims to provide a clear vision, objectives and strategic principles to inform a plan for the delivery of public charging infrastructure across the city region.

The Strategy includes a series of strategic network principles that will guide the future expansion of the publicly-funded EVCI network and ensure it is: integrated, environmentally responsible, inclusive, well maintained and resilient, safe and secure, reliable, healthy and viable (ie not dependent on public subsidy). The Strategy identifies priorities for public investment up to 2025 as being projects which will support the Clean Air Plan and GM 2038 net zero carbon ambitions by meeting the demand likely to be

generated by the most polluting vehicles transitioning to EVs and supporting those who would find it most difficult to transition to EVs due to home charging constraints.

Recommendations

To recommend the GM Electric Vehicle Charging Infrastructure Strategy for approval by the GM Combined Authority.

GM Electric Vehicle Charging Infrastructure Strategy (EVCI)

1 Background

1.1 Updated GM2040 Transport Strategy documents were approved by GMCA in January 2021 including: a refreshed version of the long-term, statutory local transport plan (LTP) - the Greater Manchester Transport Strategy 2040; a final version of Our Five-Year Transport Delivery Plan (2021-2026) and ten new Local Implementation Plans (one for each Greater Manchester council).

1.2 The GM Electric Vehicle Charging Infrastructure Strategy is one of a suite of sub-strategies being developed to support the overarching LTP documents adopted in January and to set out more detailed policies, principles and guidance on how GM intends to deliver the 2040 ambitions.

1.3 Implementation of the GMEVCI Strategy will support the Council's ambitions to protect the environment and become carbon neutral by 2030.

1.4 The GM Electric Vehicle Charging Infrastructure Strategy will be recommended to the July GMCA for approval and adoption.

2 GM Electric Vehicle Charging Infrastructure Strategy

2.1 The availability of and access to charging infrastructure is recognised as a critical barrier to the adoption of Electric Vehicles. As part of the public conversation on the GM Clean Air Plan proposals, the availability of charging points was cited as a key barrier for businesses and individuals in switching to an Electric Vehicle.

2.2 The requirement for appropriate vehicle charging infrastructure is even more critical given that the Government has now committed to phasing out the sale of new petrol and diesel vehicles by 2030.

2.3 In order to support and accelerate the transition to EVs across GM it will be important to have the right type of Electric Vehicle Charging Infrastructure in the right locations to meet demand. Sufficient numbers of chargepoints must be provided to ensure EV users can charge where and when they need to. This is particularly important given that a significant proportion of people in GM do not have private off-street parking to charge an electric vehicle. Range anxiety is also a barrier to switching to EVs for many people. Having an available public charging network that people have confidence in is an important factor in encouraging people to switch to an EV.

2.4 The Electric Vehicle Charging Infrastructure (EVCI) Strategy aims to provide a clear vision, objectives and strategic principles to inform a delivery plan for the delivery of public charging infrastructure across the city region.

2.5 The strategy focuses on the publicly accessible EVCI required to enable Greater Manchester's businesses and residents to transition to EVs for those journeys that cannot be avoided or shifted to more sustainable modes. It does not cover charging infrastructure requirements for Heavy Goods Vehicles or buses.

2.6 The key themes of the EVCI Strategy are:

- The need to ensure that an under provision of EVCI is not prohibiting the transition to EVs.

- The need to accelerate the transition to EVs to meet net-zero carbon targets especially in light of the ban of the sale of new petrol and diesel cars by 2030 and hybrids by 2035.
- The need for public sector intervention in the short term to encourage and accelerate the transition to EVs, demonstrate commitment to EV technologies and encourage investment.
- The long term need for the development of a mature commercial EVCI network in GM that allows public sector intervention to be scaled back.
- The need for flexibility to change investment priorities in on the basis that EVs and EVCI are emerging technologies that create uncertainties around accurately projecting demand.
- The need to provide alternatives to home charging for those without off-street parking including EV car clubs, community hub charging, workplace charging and EVCI at park and ride sites.

3 GM EVCI Strategy – The Vision and Objectives

3.1 The EVCI Strategy sets out the vision for Greater Manchester:

> "*to be an exemplar city region for enabling the electrification of transport in the context of a smart, integrated, sustainable mobility network. By 2030, Greater Manchester's residents and businesses and visitors to the region, who choose to travel by car or LGVs, will be able to use electric vehicles with the confidence that they will be able to conveniently recharge them (via public or private charging points); and in doing so will help to improve air quality and reduce carbon emissions across the conurbation.*

3.2 The Strategy's objectives are:

- To establish a financially sustainable, publicly accessible EVCI network, scalable to growth in demand and flexible to changes in vehicle technologies.
- To clarify GM's requirements for a future public and privately funded and delivered EVCI network that supports the accelerated transition to EVs among businesses, residents and visitors; whilst minimising car dependency and private car ownership.
- To establish a clear set of priorities for the expansion of the publicly funded section of the EVCI network, focused on supporting the delivery of GM's Clean Air Plan and 2038 GM carbon neutral target by accelerating the transition to EVs for the most polluting vehicles.
- To provide a clear set of EVCI strategic network principles and delivery criteria for publicly funded EVCI to highlight the types of infrastructure and charging locations that will be supported in principle by TfGM and GM local highway authorities.
- To attract and shape private sector investment in the EVCI network by providing more clarity on GM's priorities and how TfGM and local authorities will work with private sector EVCI providers and operators; with the ultimate aim of establishing a mature, commercial EVCI market.

4 GM EVCI Strategy - Network Principles

4.1 The Strategy includes a series of strategic network principles that will guide the future expansion of the publicly funded EVCI network. These are shown in Figure 1 and expanded on in Table 1 below.

Figure 1: GM ECVI Strategy Network Principles



Table 1: GM ECVI Strategy Network Principles	
Network principles	**Ambitions**
Integrated	• To improve the EV charging experience by having a fully interoperable public charging network across GM without needing separate memberships. • To ensure that publicly funded EVCI is conveniently located to enable EV users to access other sustainable transport modes and services, thereby reducing overall reliance on private cars.
Environmentally Responsible	• To have an EVCI network supplying 100% of electricity generated by renewable energy.
Inclusive	• To have a socially equitable GM EVCI network to provide affordable alternatives to home charging to ensure that those without access to off-street parking are not disadvantaged. • For EVCI network expansion to be designed to provide for disabled EV drivers, with step free access and larger parking bays for disabled access. • To provide multiple EVCI charging points clustered in hubs or mini-hubs in highly visible convenient locations.
Well Maintained and Resilient	• To ensure that the public EVCI network is maintained in a good state of repair and that it is resilient to future increase in demand.

Table 1: GM ECVI Strategy Network Principles	
Network principles	**Ambitions**
Safe and secure	• To ensure that people feel safe using the public EVCI network at all times of day and night and that perceptions of crime are not a significant barrier to using the network. Publicly funded EVCI will be well designed so that the operation and maintenance of the network is safe for the EV users, the EVCI service provider and other road users.
Reliable	• To develop and maintain a reliable EVCI network that offers available charging solutions that reduce range anxiety and give people the confidence to transition to EVs.
Healthy	• To develop an EVCI network that supports people in leading active, healthy lives, both through air quality benefits and integration of the network with other GM initiatives that encourage active travel.
Viable	• In the medium term, to develop a self-sustaining publicly funded EVCI network that is not dependent on public subsidy.

5 The role of the public sector in influencing and delivering a GM EVCI network

5.1 There are several ways in which TfGM and the 10 GM Local Authorities, working in partnership with other stakeholders, can aid the delivery of a GM EVCI network that encourages and accelerates the transition to EVs. Alongside the deployment of publicly funded EVCI, the public sector can lead by example in the transition of their own fleets to EV and also use Local Planning Authority powers to ensure new development makes provision for EVCI.

6 Priorities for public investment up to 2025

6.1 The initial focus for investment in the publicly funded EVCI network will be projects which support the Clean Air Plan and GM 2038 net zero carbon ambitions by meeting the demand likely to be generated by the most polluting vehicles transitioning to EVs and supporting those who would find it most difficult to transition to EVs due to home charging constraints.

The taxi trade

6.2 Clean Air Plan modelling estimates that 15% of all hackney cab and PHV trips will need to be made by EV by 2025 in order to achieve air quality compliance, with the estimated number of rapid charging devices needed by 2025 to support that transition ranging from between 34 (low scenario), 90 (central scenario) and 190 (high scenario).

6.3 Funding has been secured for approximately 70 rapid chargers dedicated for use by the taxi trade across all GM local authority areas, which combined with the Clean Taxi Fund (CTF), will support the transition to EVs. Following consultation with the trade earlier this year, more detailed work is underway to assess the suitability of sites with a view to at least one charging hub being located in each local authority area.

Residential areas

6.4 Greater Manchester has a wide variety of housing stock, including a significant proportion without a private drive or a dedicated parking space to allow off-street charging. Under the Highways Act 1980 it is illegal for any person to place or run a cable or wire along or across a public highway including the use of pavement drainage channels or a cable protector.

6.5 In many areas of Greater Manchester, including in Oldham, it is not considered to be physically possible or financially viable to install on-street, publicly accessible charge points in residential areas to the scale required to meet demand from private car ownership transitioning to EVs.

6.6 Whilst there may be appropriate locations for well planned, designed and managed on-street charging, rather than providing large amounts of on-street publicly accessible residential charge points, the GM EVCI Strategy will focus on providing alternatives designed to support residents that do not have access to home charging.

6.7 For residents unable to charge at home, proposed alternatives include:

- Developing and expanding the EV car club offer;
- Developing community charging hubs;
- Engaging with employers to encourage more workplace charging; and
- Destination charging including at park and ride sites.

6.8 The programme of planned additional Electric Vehicle Charging Infrastructure will be included on a sub-site of TfGM.com dedicated to electric vehicles. This sub-site will also include an online map to facilitate better co-ordination of requests from residents for on-street charging locations. This map will allow residents to 'pin-drop' suitable locations and will provide other useful data on EV take up.

7 Options/Alternatives

7.1 Option 1: To recommend the GM Electric Vehicle Charging Infrastructure Strategy for approval by the GM Combined Authority.

7.2 Option 2: Not to recommend the GM Electric Vehicle Charging Infrastructure Strategy for approval by the GM Combined Authority.

8 Preferred Option

8.1 Option 1: To recommend the GM Electric Vehicle Charging Infrastructure Strategy for approval by the GM Combined Authority.

9 Consultation

9.1 Policy Overview and Scrutiny Committee was consulted on the GM2040 Electric Vehicle Charging Infrastructure Strategy on 15th June 2021.

10 Financial Implications

10.1 There are no direct financial implications for the Council to approve the GM Electric Vehicle Charging Infrastructure Strategy. However, the Strategy implies significant investment will be required to set up the infrastructure and, whist the initial investments proposed under the Clean Air Plan are expected to be funded via the GMCA, the

requirement for Council investment cannot currently be ruled out over the life of the strategy.

10.2 Individual proposals under the strategy will be the subject of separate reports, which will detail any anticipated financial implications.

(James Postle)

11 **Legal Services Comments**

11.1 Local Transport Plans (LTPs) were established by the 2000 Transport Act, as statutory documents to be produced by all local authorities, setting out a 5-year programme for investment for local transport, supported by statements on wider local transport policies to support the delivery of a longer term vision and strategy for their given area. Under changes mainly introduced by the Local Transport Act 2008, the duty to produce an LTP for Greater Manchester was transferred to the sole responsibility of the Greater Manchester Combined Authority (GMCA). In addition, the requirement to produce a 5-year programme was replaced by a duty to keep the LTP under review, alter it if considered appropriate to do so and replace it as the GMCA think fit. In preparing the LTP and keeping it under review the GMCA must consult each local traffic authority and district council within their area. (A Evans)

12 **Co-operative Agenda**

12.1 Working in partnership with TfGM, the GM local authorities and other stakeholders to develop and roll-out the GM EVCI Strategy and providing residents with the opportunity to identify suitable locations for EVCI via an online map supports the Council's Cooperative agenda.

13 **Human Resources Comments**

13.1 None.

14 **Risk Assessments**

14.1 The detailed risks to be managed associated with this Strategy will become clearer as the work to implement is undertaken as more detailed proposals are developed across both the conurbation and the Borough (Mark Stenson)

15 **IT Implications**

15.1 None.

16 **Property Implications**

16.1 None.

17 **Procurement Implications**

17.1 The Commercial Procurement Team support the recommendation outlined in the report and will manage any subsequent tendering activities ensuring they are carried out compliantly in line with the Council's Contract Procedure Rules and Public Contract Regulations 2015. (Emily Molden)

18 **Environmental and Health & Safety Implications**

18.1 Successful roll-out of the GM EVCI Strategy will have a very positive carbon and air quality emissions impact. Safety will be a fundamental consideration in the design of the EVCI network for EV users and other road users.

19 **Equality, community cohesion and crime implications**

19.1 The strategic network principles that will guide the future expansion of the publicly-funded EVCI network are intended to ensure that it is inclusive and socially equitable, affordable and accessible, including for disabled drivers, and that concerns around personal security and crime are addressed so that people feel safe using the public EVCI network at all times of day and night and perceptions of crime are not a significant barrier to its use.

20 **Implications for Children and Young People**

20.1 None.

21 **Equality Impact Assessment Completed?**

21.1 Not required. An Equality Impact Assessment has taken place on the GM2040 Strategy. Equality considerations are also recorded on all GMCA reports.

22 **Key Decision**

22.1 Yes

23 **Key Decision Reference**

23.1 ESR-01-21

24 **Background Papers**

24.1 There are no background papers for this report.

25 **Appendices**

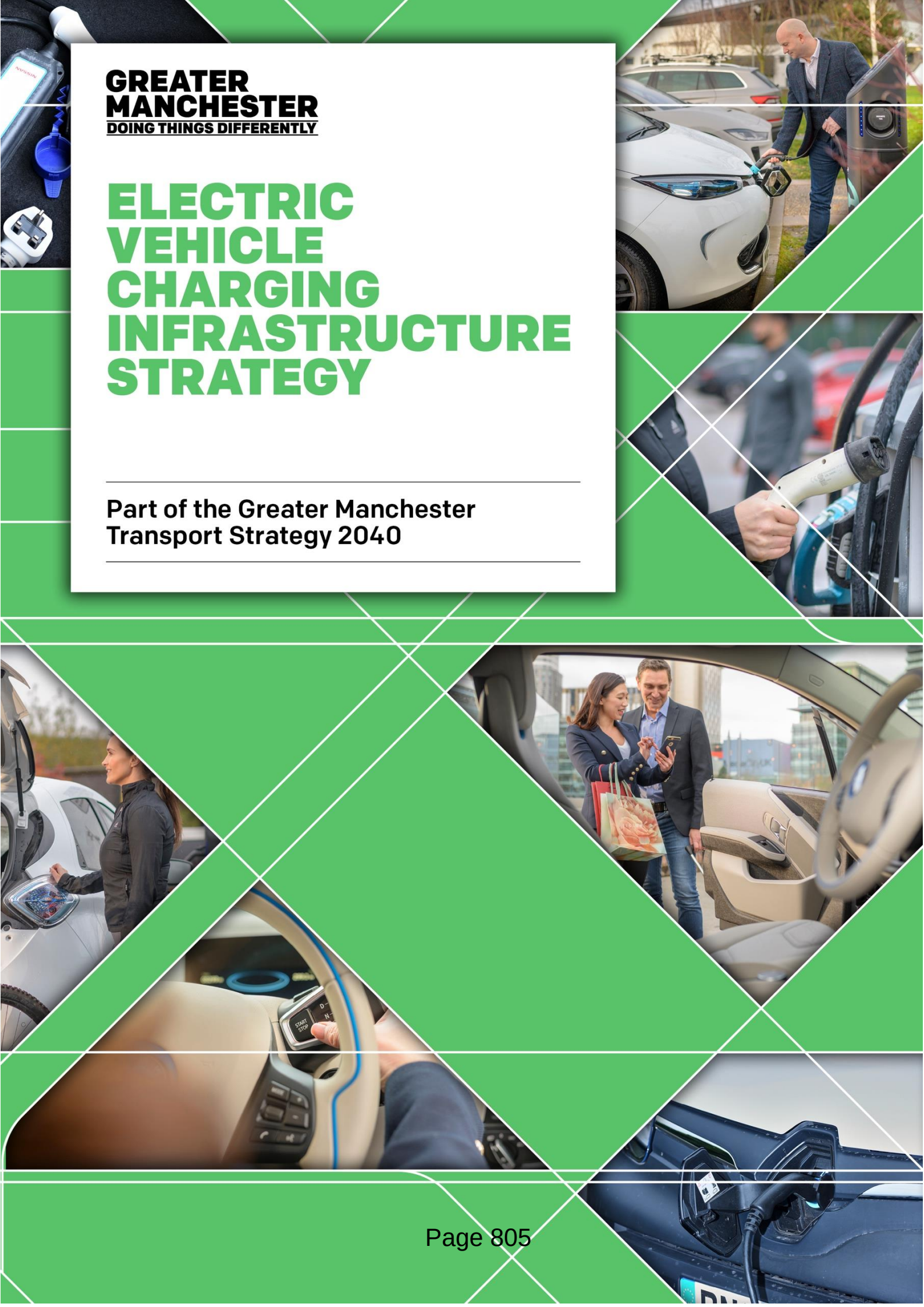
25.1 Appendix 1: Draft GM Electric Vehicle Charging Infrastructure Strategy

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GREATER MANCHESTER
DOING THINGS DIFFERENTLY

ELECTRIC VEHICLE CHARGING INFRASTRUCTURE STRATEGY

Part of the Greater Manchester Transport Strategy 2040



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Draft

Preface

A significant amount of work has been undertaken in recent years to place Greater Manchester at the forefront of efforts to deal with Climate Change and Air Quality including the move to science-based carbon budgets, the ambition to be net zero carbon by 2038 and the promotion of a Clean Air Zone to be introduced in 2022.

Given that transport is now the sector making the biggest contribution to carbon emissions and is directly responsible for 80% of noxious emissions, the switch to Ultra Low Emission Vehicles and particularly to Electric Vehicles (EVs), alongside a significant shift away from private car use, will be critical to Greater Manchester's success in meeting its transport emissions targets.

Availability of and access to charging infrastructure is recognised as a critical barrier to the adoption of EVs. As part of the public conversation held last year on the GM Clean Air Plan proposals, the availability of charging points was cited as a key barrier for businesses and individuals in switching to an EV. The requirement for appropriate vehicle charging infrastructure is even more critical given that the Government has now committed to phasing out the sale of new petrol and diesel vehicles by 2030. Ensuring Greater Manchester is ready for this change will require very significant cross-sectoral collaborative working over the coming years. It is recognised that there is a need for an overarching strategy, and a funded programme of works to ensure that we take the focused action in a timely manner. This Greater Manchester Electric Vehicle Charging Infrastructure Strategy sets out the vision-led adaptive planning approach to the provision of charging infrastructure, that we intend to adopt to support a rapid transition towards a net zero transport system.

The EV Charging Infrastructure Strategy provides a clear vision, objectives and strategic principles to inform a programme of works for the deployment of public charging infrastructure across the city region. The aim is to ensure that Greater Manchester has a well-understood and consistent charging infrastructure network across the city region which, in turn, supports engagement with the GM public, the private sector and other public sector organisations to encourage and accelerate the transition to EVs. The GM Local Authorities and TfGM should lead the way in expanding efforts to electrify the public sector fleet as an exemplar. This example should then be used to support local partners and businesses to follow in making the switch to ultra-low emission vehicles.

The GM Local Authorities working in partnership with TfGM, have produced this GM Electric Vehicle Charging Infrastructure Strategy to align activity and inform a coherent programme of works for delivery.

1. Introduction

The UK's commitment to phase out the sale of new petrol and diesel cars and vans by 2030 and hybrid vehicles by 2035 was at the heart of the Government's recent 'Ten Point Plan for a Green Industrial Revolution'. This commitment reflects the urgent need to clean up the transport sector, which is now the UK's largest source of greenhouse gas emissions and contributor to poor air quality. The rapid acceleration of the transition to Electric Vehicles (EVs) that is required will only be delivered if drivers are confident that they will have access to a comprehensive network of Electric Vehicle charging infrastructure (EVCI), allaying fears of 'range anxiety'.

In Greater Manchester (GM) the overall transport vision remains that set out in the GM Transport Strategy 2040 (GMTS 2040) based on a decarbonisation of transport within a framework of reducing overall need to travel, shifting journeys to active travel and sustainable modes and then for those remaining journeys, switching to ultra-low emission vehicles and cleaner fuels.

Following this hierarchy will enable the decarbonisation of transport to act as a catalyst for reducing car dependency and creating healthier, safer and more equitable communities. Maximising a reduction in travel demand and modal shift will help reduce the scale, cost and investment associated with electrification strategies, and also minimise the amount of carbon required to manufacture new vehicles and infrastructure associated with an electrified network.

EVs will not be a panacea in delivering emissions reductions, and they are not without environmental cost. Whilst the role of EVs will be important, the switch to cleaner fuels alone will only account for just over half of the necessary emission reductions. An 'EV first' approach may be perceived to minimise disruption to established transport networks and lifestyles but fails to recognise that high levels of car dependency is ultimately a barrier to the creation of environments that can reduce the need to travel and facilitate the switch to active and more sustainable modes such as walking, cycling and public transport use.

However, we recognise that for certain activities and individuals, cars and LGV vans will remain a necessary mode of transport. Transitioning these vehicles from petrol and diesel to ultra-low emission vehicles is critical, to help achieve the GM climate change and air quality ambitions. When GM businesses and residents choose to travel by car or LGV van they should be able to choose to do so using ultra-low emission vehicles.

Whilst it is acknowledged that there has been development in a number of other types of alternatively fuelled vehicles, such as hydrogen fuel cells, this strategy is concerned purely with plug-in EVs given the recent growth in EV ownership and relative infancy and low uptake of alternative fuels.

The strategy focuses on the publicly accessible EVCI required to enable Greater Manchester's businesses and residents to transition to EVs to make those remaining

journeys that can not be avoided or shifted to more sustainable modes. For clarity, it does not cover charging infrastructure requirements for Heavy Goods Vehicles (HGVs) or buses.

The transition to EVs and provision of EVCI are co-dependent. Availability of and access to charging infrastructure is a critical barrier to the adoption of EVs. As part of the public conversation held last year on the GM Clean Air Plan proposals, the availability of charging points was cited as a key barrier for businesses and individuals in switching to an EV. In order to support and accelerate the transition to EVs across GM it will be important to have the right type of EVCI in the optimal locations to meet demand. This is particularly important given that a significant proportion of people in GM do not have private off-street parking to charge an electric vehicle and also because range anxiety is currently still a barrier to switching to EVs for many people. Having an available public charging network that people have confidence in, is an important factor in encouraging people to switch to an EV. Both actual and perceived availability of public charging infrastructure are key; sufficient numbers of chargepoints must be provided to ensure EV users can charge where and when they need, and their location, availability and reliability must be sufficiently clear to the public so as to support consumer confidence.

To ensure that GM has the EVCI network that it needs to support the transition to EVs over the next 5 years, TfGM and the 10 Greater Manchester Local Authorities (we) have developed this GM EVCI Strategy, based on analysis of the markets we believe we need to stimulate over the next 5 years; and, for the longer term, setting out principles for the design and delivery of publicly funded EVCI. However, EVs and EVCI, are still emerging technologies and it is important to be able to adapt to changes in technology and markets and ensure a flexible approach to the delivery of the strategy.

This GM EVCI Strategy is a sub-strategy of the GM Transport Strategy 2040 (GMTS 2040). It sets outs objectives for EVCI which follow from the GMTS 2040 and should be considered alongside and read in conjunction with GM TS2040 and the “Right Mix” vision for at least 50% of all trips to be made by active travel and public transport by 2040.

History

The delivery and operation of Greater Manchester’s publicly funded Electric Vehicle Charging Infrastructure is co-ordinated by TfGM.

Greater Manchester has approximately 360 publicly accessible charge points operated and maintained by a number of operators. This includes the GMEV (now Be.EV) network launched in 2013 by Transport for Greater Manchester (TfGM). The focus of investment for the GMEV network in 2013 was chargers positioned in Local Authority car parks.

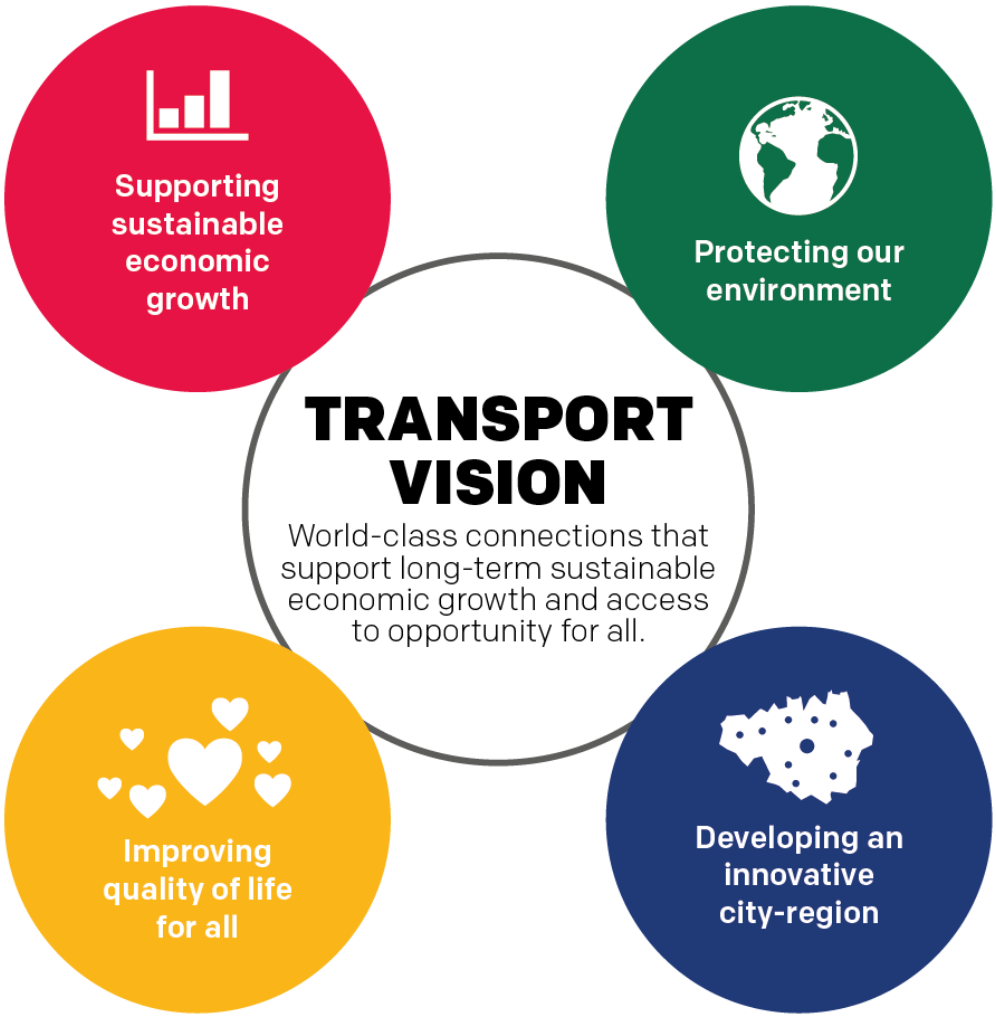
Back in 2013 there was more uncertainty about what public infrastructure would be required and far fewer Electric Vehicles registered in GM. Today, GM needs to meet the requirements of the next generation of Electric Vehicles, which have different charging capabilities and which are now starting to be seen in much larger numbers.

From summer 2020, the GMEV network and brand has been replaced by a new upgraded network called Be.EV. Be.EV is the brand for a new electric vehicle charging infrastructure provider in Greater Manchester. The installation of new rapid charging infrastructure and upgrading the GMEV fast charging network is being carried out under the Be.EV brand. Further information on the Be.EV network is available from the link **be-ev.co.uk**.

2. Background

2.1 The GM Transport Strategy 2040

Greater Manchester's transport vision for 'World class connections that support long-term, sustainable economic growth and access to opportunity for all' is set out in the Greater Manchester Transport Strategy 2040. To provide a focus for transport investment up to 2040 and beyond the four key elements of that vision are set out below:



The role of technology and innovation will be even more important in the period up to 2040, enabling us to improve transport performance and quality of life, protect our environment, reduce costs and resource consumption, and to provide tailored information directly to transport users, providing a much better experience.

2.2 Decarbonising Transport

National Government policy is encouraging a transition away from internal combustion engines and towards ultra-low emission vehicles, including Electric Vehicles (EVs) over the next 20 years. The current Government policy includes ending the sale of new petrol and diesel cars and vans by 2030 and hybrid petrol/diesel vehicles by 2035. Low and Ultra-low emission vehicles are a key part of the Government's 10-point plan for a Green Industrial Revolution, and the National Infrastructure Strategy.

Greater Manchester has a target of achieving carbon neutrality by 2038 (12 years earlier than the national 2050 target). All ten local authorities within Greater Manchester and the Greater Manchester Combined Authority have declared a climate emergency that commit them to working with government of all levels to prioritise decarbonisation and to take bold climate change action.

The GM 2038 target for carbon neutrality is based on a scientific approach by the Tyndall Centre for Climate Change to apportion both UK level and more localised carbon budgets that meet the Paris Agreement. Analysis indicates that urgent action is needed to cut all carbon emissions including transport emissions and that steep cuts need to happen in the next 5 years to stay within our carbon budgets. Further information is available in the GM 5YEP.

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

Transport is now the largest greenhouse gas-emitting sector in the UK, accounting for 28 per cent of emissions and road transport accounts for 87 per cent of this. If we are to meet our commitments to reduce carbon emissions from transport, there will have to be a switch to much greater use of active travel for short journeys and more sustainable travel modes such as public transport. However, changes to mode of transport alone will not be enough; changes to the pattern of trip origins and destinations will also be needed. The pathway to the Greater Manchester 2040 Transport Strategy's Right Mix vision focuses on changing travel behaviour towards public transport, active travel, more local travel, and more travel to town and city centres in order to reduce car mode share from 61% of trips in 2017 to no more than 50% of trips in 2040.

However, we realise that some journeys will inevitably still need to be taken in cars and light goods vehicles and the transition to zero emission vehicles need to be at the core of any successful strategy to decarbonise transport. Electric Vehicles (EVs) will form an important part of the future transport mix as they can ensure that those necessary car journeys are taken in a way that minimises carbon emissions.

2.3 Air Quality

Poor air quality is the largest environmental risk to the public's health in Greater Manchester. Taking action to improve air quality is crucial to improve the health of the general population. Whilst air quality has been generally improving over time, pollutants

remain a serious concern in many urban areas including across Greater Manchester. These are oxides of nitrogen (NOx) and its harmful form nitrogen dioxide (NO_2), and particulate matter (PM).

In Greater Manchester road transport is responsible for approximately 80% of NO_2 concentrations at roadside, of which diesel vehicles are the largest source.

Long-term exposure to elevated levels of particulate matter (PM2.5, PM10) and NO_2 may contribute to the development of cardiovascular or respiratory disease and may reduce life expectancy. The youngest, the oldest, those living in areas of deprivation, and those with existing respiratory or cardiovascular disease are most likely to develop symptoms due to exposure to air pollution.

Public Health England estimates the health and social care costs across England due to exposure to air pollution will be £5.3 billion by 2035 for diseases where there is a strong association with air pollution, or £18.6 billion for all diseases with evidence of an association with air pollution.

Fully electric vehicles offer a partial solution to this problem as they operate with no tail pipe emissions however, GM recognises that although EVs contribute towards reducing emissions, they also emit pollutants into the environment from tyre and brake wear but are overall less polluting than conventional internal combustion engine (ICE) vehicles.

More information on Air Quality Action Plan and GM Clean Air Plan can be found here **https://cleanairgm.com/.**

2.4 Background on Electric Vehicles

There are many types of Ultra Low Emission Vehicles (ULEVs) available, but this EVCI Strategy is largely concerned with Electric Vehicles (EVs) which can be broadly divided into two types:

- Battery Electric Vehicles (BEVs), also known as ‘pure’ or ‘100 per cent’ EV’s (which are always powered by the battery); and
- Plug-in Hybrid Electric Vehicles (PHEVs), which combine a small plug-in battery with an ICE. This category includes both parallel and series plug-in hybrids (also known as range extenders).

BEVs can only run-on battery, do not emit tailpipe emissions and are dependent on charging, whereas the extent to which PHEVs are zero emission depends on the extent they are driven in zero emission mode.

In the UK until recently PHEVs made up a higher proportion of new registrations than BEVs. However, in the last few years this has changed for several key reasons:

- the cost and range difference between hybrid and fully electric vehicles is reducing, with batteries getting cheaper and battery sizes in BEVs increasing, thus increasing range;
- PHEVs are more complex and expensive to maintain, due to having both electric and internal combustion powertrains; and
- the Government grant for most PHEV purchases was removed from November 2018. However, a grant of up to £3,500 remains for low emissions cars approved by the government, these are cars which have CO2 emissions of less than 50g/km and can travel at least 112km (70 miles) without any emissions at all.

The number of EV models available has expanded significantly in recent years. For passenger vehicles, most mainstream car manufacturers now offer an EV model, and there are now more than 130 BEV or PHEV models available to buy or lease in the UK across all vehicle types including city cars, small family cars, superminis, large family cars, hatchbacks, estates, SUVs, executive models, and small and medium-sized vans The notable trends among new models coming to market and upcoming launches are the increasing battery capacities and capabilities to provide greater mileage from a single charge and support faster charging rates.

Alongside the carbon and air quality emissions benefits of EVs they also have operational cost advantages over traditional Internal Combustion Engine (ICE) vehicles, due to greater energy efficiency and lower energy costs and therefore running costs. However, the upfront price is higher and remains a considerable barrier to adoption. Upfront prices are expected to continue to decline, with some analysts suggesting cost parity of EVs with equivalent ICE vehicles in the early 2020s.

3. Vision and Objectives and Strategic Principles

3.1 The Vision

To be an exemplar city region for enabling the electrification of transport in the context of a smart, integrated, sustainable mobility network. By 2030, Greater Manchester's residents and businesses and visitors to the region, who choose to travel by car or LGVs, will be able to use electric vehicles with the confidence that they will be able to conveniently recharge them (via public or private charging points); and in doing so will help to improve air quality and reduce carbon emissions across the conurbation.

3.2 Strategy Objectives

- To establish a financially sustainable, publicly accessible EVCI network, scalable to growth in demand and flexible to changes in vehicle technologies.
- To clarify GM's requirements for a future public and privately funded and delivered EVCI network that supports the accelerated transition to EVs among businesses, residents, and visitors; whilst minimising car dependency and private car ownership.
- To establish a clear set of priorities for the expansion of the publicly funded section of the EVCI network, focused on supporting the delivery of GM's Clean Air Plan and 2038 carbon neutral target by accelerating the transition to EVs for the most polluting vehicles.
- To provide a clear set of EVCI network strategic principles and delivery criteria for publicly funded EVCI to highlight the types of infrastructure and charging locations that will be supported in principle by TfGM and GM local highway authorities.
- To attract and shape private sector investment in the EVCI network by providing more clarity on GM's priorities and how TfGM and Local Authorities will work with private sector EVCI providers and operators; with the ultimate aim of establishing a mature, commercial EVCI market.

3.3 EVCI Network Strategic Principles

Through the provision of publicly-funded infrastructure, we will set the standard and best practice and raise customer expectations, encouraging private sector EVCI providers and operators to follow suit. We have set out strategic principles to help guide the future expansion of publicly-funded EVCI. These mutually reinforcing strategic principles aim to guide decision making at a GM and local level when addressing the key challenges that the development of a GM EVCI network faces. The Network Strategic Principles are set out below and discussed in more detail in the following section which sets out our ambitions for the public EVCI network.



Integrated

Interoperability between charge points is an issue that directly impacts the appeal of EV ownership and will be key to ensuring an integrated EVCI network for GM that allows EV users to be able to roam between charging points without needing separate memberships. Different physical and commercial systems must be able to work together seamlessly and invisibly to the consumer allowing any EV to be able to be plugged into any public charge point with the electricity that it uses being paid for in a way that is transparent. This will require a standard unit of charge (for example p/kWh). Company fleet managers and drivers need a simple payment solution that operates across the EVCI network and allows them to monitor and manage payments centrally to run their business effectively.

The recent upgrade of the GMEV network to Be.EV has ensured that about a third of GM's charging devices are now interoperable, meaning customers can access these public chargers without needing to subscribe to a membership scheme. A Be.EV recharging card

for company fleets is now being tested prior to it being made more widely available. Whilst we can ensure that future expansion of the Be.EV charge points are interoperable we also need to encourage private EVCI providers and operators to open up their infrastructure to make the network more customer focussed and reliable. We also need to lobby central government to use the powers they have for greater regulation of the market. In July 2019, the Secretary of State for Transport announced that government wanted to see all newly installed rapid and higher-powered charge points provide debit or credit card payment by spring 2020. Several private EVCI operators have responded, and 41% of existing rapid charge points now have contactless card payment compared with 28% in 2019. This is a step in the right direction but more work needs to be done especially on fast chargers.

Our Ambition – to improve the EV charging experience by having a fully interoperable public charging network across Greater Manchester.

Infrastructure should also be integrated with other transport modes and e-mobility services where appropriate to provide an important element of the urban transport mix. Grouping charge points together in hubs or mini-hubs will increase opportunities to provide other services at the hub for example e-bike hire or EV car clubs, where this is deemed appropriate. Locating EVCI at park and ride sites will allow EV users to access GM's rapid transit network. Locations adjacent to or integrated within, other land uses that generate activity throughout the day and evening such as leisure / shopping destinations, community centres or local centres will help to ensure EVCI can be utilised safely and conveniently by different EV users at different times.

Our Ambition – to ensure that publicly funded EVCI is conveniently located to enable EV users to access other sustainable transport modes and services, thereby reducing overall reliance on private cars.

Environmentally Responsible

EVCI should supply zero carbon electricity, ensuring supplies are from renewable energy sources and utilising generation and storage from the local energy system where feasible. The Be.EV network uses 100% renewable energy to supply the electricity for charge points. Where commercial charge point operators are not providing zero carbon electricity, we will work to encourage them and/or host suppliers to transition to a renewable energy supplier.

The installation, operation and maintenance of publicly funded EVCI will use sustainable materials and construction methods where feasible. Wherever feasible, we will adopt off-grid, on-site zero carbon electricity generation such as solar panels and battery storage.

Our Ambition – to have an EVCI network supplying 100% of electricity generated by renewable energy.

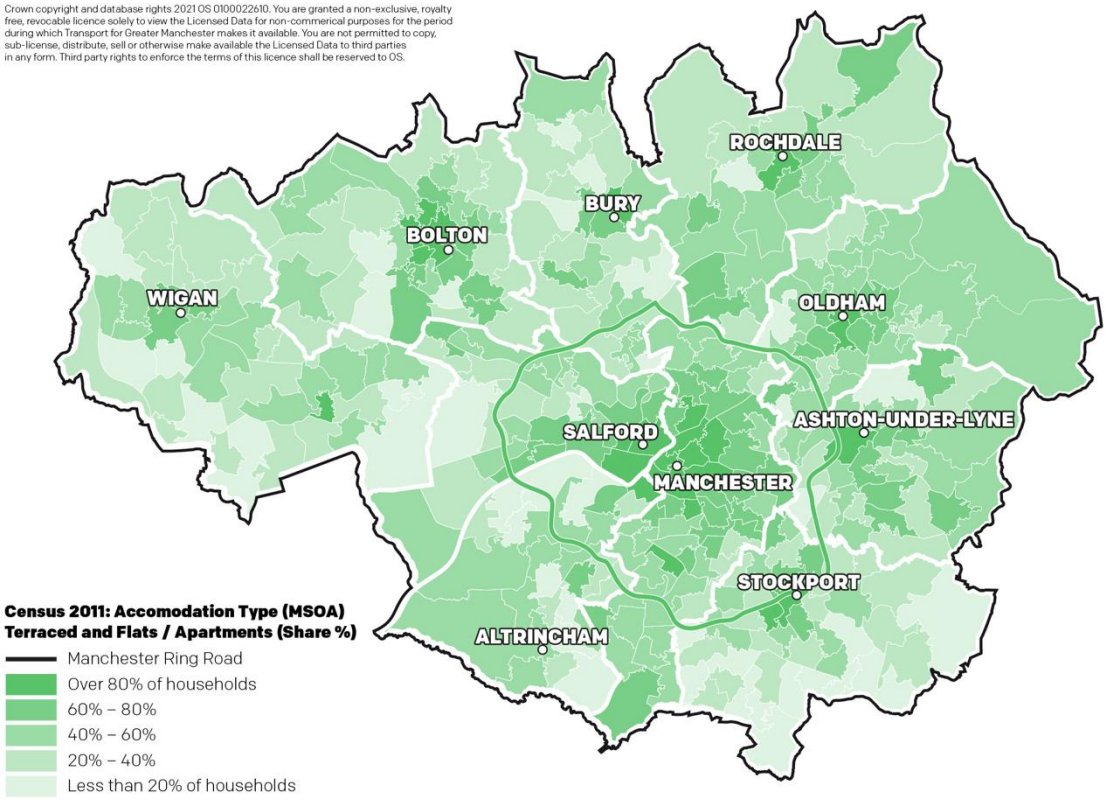
Inclusive and customer-focused

Greater Manchester has a wide variety of housing stock, including a significant proportion without a private drive or a dedicated parking space to allow off-street charging. The convenience of being able to charge vehicles at home has resulted in queries from residents asking if it is legal to run EV charging cabling crossing the footpath between properties and EVs parked on-street.

The 10 Local Authorities in Greater Manchester all have a responsibility to provide safe and accessible footpaths. Under the Highways Act 1980 it is illegal for any person to place or run a cable or wire along or across a public highway including the use of pavement drainage channels or a cable protector.

The government have invited Local Authorities to submit applications to the On-Street Residential Chargepoint Scheme. The purpose of the scheme is to increase the availability of on-street chargepoints in residential streets where off-street parking is not available, thereby ensuring that on-street parking is not a barrier to realising the benefits of owning a plug-in EV. The scheme gives local authorities access to grant funding that can be used to part-fund the procurement and installation of on-street EV chargepoint infrastructure for residential needs.

Owner occupier households that have access to off-street parking will be able to access low cost EV charging with time of use tariffs at home, however this will not apply to households with on-street parking including many households in the private-rented sector or local authority housing. Importantly, many of these households are in urban areas that have most to gain from the local air quality improvements offered by EVs. In Greater Manchester, terraced housing and apartments make up 43% of the housing stock (Census 2011) and these areas typically have limited access to off-street parking. Map 1 below shows the Census 2011 MSOA percentage share of households in terraced housing or apartments which are unlikely to have access to off-street parking.



A socially equitable GM EVCI network is needed to provide affordable alternatives to home charging to ensure that those without access to off-street parking are not disadvantaged. Failure to provide alternatives could delay the transition to EVs for many GM residents.

For residents without the ability to charge EVs off-street a number of alternative options to home charging will be important in enabling a transition to EV use. The expansion of EV Car Clubs operating in these residential locations could offer a genuine alternative to private EV ownership. Through the development of a Shared Mobility Strategy and engagement with Car Club operators we will seek for opportunities to enable them to transition to fully EV fleets and expand the car club offer across GM.

Workplace charging during the day will also be an important option . In appropriate locations and where employees are dependent on car travel; we will work with both public and private sector employers to encourage them to make use of the Government Workplace Charging Grant to establish and expand a workplace EV charging offer as part of a wider review of workplace car parking requirements for employees. We will work with large public sector employers such as hospitals, schools and colleges and medical centres with workplace car parking to determine EVCI requirements and opportunities.

For those who commute to work on the rapid transit network (making use of existing park and ride facilities) there could be the opportunity to charge EVs during the working day whilst EVs are parked at rail station, Metrolink and bus park and ride sites. We will align TfGM's emerging Access to Public Transport Strategy and the development of the Travel Hubs programme with this GM EVCI Strategy and investigate options to expand the Be.EV

network at Metrolink park and ride sites and other transport interchanges; and we will also work with Network Rail and Northern Rail to encourage them to provide EV charging infrastructure at rail station car parks across Greater Manchester.

Retail and leisure destination car parks with dwell times of an hour or more also offer an opportunity to provide alternative EV charging options. We will investigate opportunities to expand the Be.EV network in local authority owned car parks in town and district centres and at other local authority assets such as car parking at leisure centres, gyms, libraries, community and health centres and recreation / sports facilities. We will engage and work with private EVCI providers and operators to encourage them to install EVCI in retail and leisure destinations

Off-street, community charging hubs in residential areas could also provide an alternative option in some locations. Where there are residential areas with significant on-street car parking we will investigate opportunities to provide off-street community charging hubs on a case by case basis where appropriate locations can be found and look at options that will support residents to use these facilities for overnight charging where possible. These community charging hubs could potentially include charging bays for EV Car Club vehicles as well as other mobility services such as cycle hire or e-bike hire facilities, offering residents alternatives to private car ownership. We will establish an on-line system for local residents and communities to register an interest in trialling community hub charging infrastructure.

Our Ambition – to provide affordable alternatives to home charging that enable those who can't charge at home to transition to EV.

An interoperable Be.EV network represents an important step in improving the inclusiveness of EV charging in Greater Manchester. There is now an easy to use App and web-site for customers to access Be.EV. However, a simplified and standardised full public EVCI network is required that is easy to use and accessible to as many EV users and vehicles as possible. An integrated, interoperable network that it is open to the broadest customer base possible will be more inclusive. We will work with private charge point operators to encourage interoperability and improve access through innovation.

Disabled drivers should not be excluded from transitioning to EV because they are unable to access public EVCI. We will work with our Disability Design Reference Group to develop our Design Guidance for EVCI.

Our Ambition - Further expansion of publicly funded EVCI to be designed to provide for disabled EV drivers with step free access and larger parking bays for disabled access.

A customer focused EVCI network should include convenient locations, with up to 24/7 access. EVCI needs to be in visible locations to increase visibility for EV users and raise awareness of the network amongst potential EV users to give them the confidence to transition to an EV.

Our Ambition – to provide multiple EVCI charging points clustered in hubs or mini-hubs in highly visible convenient locations.

Well Maintained and Resilient

A well-functioning public EVCI network will become increasingly more important as the transition to EVs increases, and the network will need to be well maintained to ensure charge points are in a safe and usable condition. A poorly maintained network will also impact on reliability for customers and the viability of the network through the loss of charging events. We have recently invested in upgrading the Be.EV network to ensure it is fit for purpose. Leading by example and raising customer expectations will encourage private EVCI providers and operators to ensure their infrastructure is well maintained. We will continue to work with our EVCI Service Provider to ensure that the Be.EV network is maintained to a good standard, to adapt it and to improve its resilience.

The large-scale transition to EVs will place pressure on the electricity power supply and we have worked and will continue to work with the Electricity North West (the Distribution Network Operator) and Independent Distribution Network Operators (IDNOs) to identify areas with electrical grid constraints and to ensure that there is sufficient capacity across Greater Manchester. As regulated infrastructure providers, ENW and IDNOs have obligations to provide capacity ahead of need and invest to remove constraints.

Publicly funded EVCI should be future proofed so it is able to be easily expanded as the transition to EVs increases demand; and is able to be adapted to incorporate new developments in technology and innovation. Grouping charge points together in hubs or mini-hubs will allow for future expansion and aid the efficiency of maintenance improving resilience against broken or faulty infrastructure. Data on the usage of the network and customer feedback will be used to monitor and improve the operation and maintenance of the network and determine future requirements as demand grows.

Our Ambition – to ensure that the Be.EV network is maintained in a good state of repair and that it is resilient to future increase in demand.

Safe and secure

Safety must be a fundamental consideration in the design of the GM EVCI network. Publicly funded EVCI will be well designed so that the operation and maintenance of the network is safe for the EV users, the EVCI service provider and other road users including pedestrians and cyclists. EVCI will be placed in visible, open locations overlooked by nearby activity to provide natural surveillance, with good natural and artificial lighting, and security (including CCTV) for vehicles left over night. This will help ensure that concerns around personal security and crime (including the perception of crime) are not barriers to using EVCI at all times of the day and night. Grouping charge points together in hubs or mini-hubs will contribute to safety and security and will make it more economical to provide required security measures.

Our Ambition – to ensure that people feel safe using the public EVCI network at all times of day and night and that perceptions of crime are not a significant barrier to using the network.

Reliable

A reliable EVCI network will be essential if people are to have confidence in EVCI provision, availability and maintenance to minimise range anxiety and promote the transition to EVs. The recent upgrade of the Be.EV network has provided more reliable charge points with technical solutions that allow EV users to check a real time status of individual charge point availability. We will support the Government proposals to set a data standard that private EVCI operators need to meet when making public-chargepoint-data openly available and lobby for this to include live 'availability' data.

Groups of charging points in a hub or mini-hub, will also increase the likelihood (real and perceived) that a charger will be available for use on arrival. A well-maintained network will be needed to ensure the timely repair of broken or damaged charge points and we will work with our EVCI service provider to ensure the Be.EV network continues to be reliable. We will support the government proposal for a minimum reliability standard for all EVCI operators and the proposals for all EVCI operators to provide a 24/7 call helpline for consumers so that help can be provided to consumers who are struggling to access or use a charge point.

Other challenges to reliability include the blocking of charging bays by people parking conventional cars and EV users overstaying once charging is complete or using a charging bay to just park their EV. We will need to find solutions to the potential blocking of charging bays which could include enforcement and financial penalties for overstaying. Bay markings and signage will be used to identify EV charging bays and Traffic Regulation Orders used to prevent blocking of EV bays and charge points. EV charging systems can use both technical and behavioural solutions to ensure that charging infrastructure remains available for use when needed. Data on the usage of the network and customer feedback will be used to monitor and improve the reliability of the network.

Our Ambition – to develop and maintain a reliable EVCI network that offers available charging solutions that reduce range anxiety and give people the confidence to transition to EVs.

Supporting a Healthier Greater Manchester

The air quality emissions benefits of EVs are discussed elsewhere in this strategy and clearly a well-planned and delivered EVCI network will encourage and accelerate the transition to EVs, with associated clean air benefits to the GM population.

EVCI should also be integrated with other GM initiatives that encourage active travel. EVCI locations will form part of a wider 'place making' with the siting of EVCI considering adjacent

uses. For example, EVCI could be integrated with “parklets” which provide seating, cycle parking, e-bike or e-scooter charging, green space, and play areas.

Any on-street EVCI should avoid creating obstructions to other users of the highway, and particularly those with reduced vision or mobility or those using pushchairs or prams. EVCI should not discourage the use of active travel modes or reduce the space available for people travelling on foot or by bike. GMCA’s Interim Active Travel Design Guide recommends that a footway width of 1.4m should be regarded as an absolute minimum at localised constraints, and a minimum of 2.0m should be provided at all other locations. This width must be clear, continuous and free from any obstacles or obstructions such as bollards, parked vehicles, or signs. To ensure that any on-street EVCI does not create obstructions and footway widths are maintained, there should be a presumption in favour of carriageway build-outs unless this is impractical. Where it is necessary to position EVCI on the footway it should not create localised constraints of less than 1.4m.

Locations will also be considered which allow EV users to charge their vehicle whilst undertaking active travel for the final stages of their journey. Destination charging at locations for a leisure, recreation or sporting activity will enable EV users to charge their vehicles whilst pursuing activities that support their physical health and mental wellbeing.

Our Ambition – To develop an EVCI network that supports people in leading active, healthy lives.

Viable

The operation and maintenance of publicly funded EVCI should remain cost neutral wherever possible so as to minimise public subsidy. User tariffs should support the day-to-day costs of operation and maintenance and the publicly funded EVCI should not be subsidised by non EV owning residents or the 31% of Greater Manchester households that do not own a car. The location of charge points has a strong influence on how often and how easily they are used by residents, businesses and visitors and therefore how much revenue they generate. Locations for EVCI can lead to a potential loss of existing parking spaces in local authority car parks or existing areas of car parking serving local communities. Community engagement will be an important aspect of locational decisions and there is clearly a need to focus investment on EV user groups that will generate the highest utilisation rates. EVCI locations that have community support and offer justifiable utilisation rates and value for money should be prioritised.

Capital investment into the network will be sought from a balance of local and central government funding. Greater value for money can be achieved through cost efficiencies associated with grouping charge points together in hubs or mini-hubs and future proofing those locations for possible future expansion. Utilising existing public sector land assets will also help reduce capital costs and avoid third party ownership agreements.

Our Ambition – In the medium term, to develop a self-sustaining publicly funded EVCI network that is not dependent on public subsidy.

It is acknowledged that some financial support will be required in the short term for public intervention in the market that will encourage the transition to EVs and grow the demand for public charging required for private EVCI providers and operators to commit to investment.

In the long term there is a need for private sector investment to build and operate a self-sustaining public EVCI network, aligned with the objectives and principles of this EVCI strategy. It is essential that a viable, matured commercial market is developed to meet future demand and ensure continued maintenance and improvements to the network. This will allow public sector intervention in the market to be scaled back over time.

3.4 EV Tariff

When it was first introduced, EV users could access the GMEV network for free. This allowed GM to test the new scheme whilst providing an incentive for users to purchase electric vehicles. However, with the expansion of the EVCI network and the increase in usage of this network, it is now appropriate to introduce a tariff.

The tariff should align with the GMTS 2040 Fares and Ticketing Objectives in the following way:

- Simplicity – Customers can easily understand and choose options to pay for their electricity charge.
- Convenience – Transactions are quick and easy for the user and delivers efficiencies to the operator.
- Value for Money – Users see the tariff as a fair price for the service they get.
- Transparency and Trustworthiness – Users have a clear understanding of pricing and product.
- Inclusivity - related to the affordability of public charging
- Balanced Funding – Tariffs should raise the revenue needed to balance costs with available subsidy.

4. Developing an EV Charging Network for GM

4.1 Current Network

There are three main types of EV charging – slow, fast and rapid. These represent the power output, and therefore charging speeds, available to charge an electric vehicle.

- Slow Chargers (3.5kW) – are a common method of charging EVs at home overnight; due to their slow charge they are uncommon in publicly accessible networks.
- Fast Chargers (between 7kW to 23kW for AC, and 10kW to 22kW for DC) – are used for home charging and at destinations where vehicle dwell times are likely to be for an hour or more such as at workplaces, park and ride sites or long stay car parks for destinations such as town centres, supermarkets or leisure centres.
- Rapid Chargers (between 43kW to 44kW for AC, and 50kW to 62.5kW for DC) – are the fastest way to charge an EV and are therefore found at locations close to main routes and motorways. Rapid chargers can deliver up to 80% battery charge in around 30 minutes. There are also Ultra-rapid chargers with a charging output greater than 62.5kW (including up to 350kW).

An important factor in encouraging the transition to EV is the EVCI network size and availability of suitable charging points. However, research suggests that provision of EVCI alone will not be enough to encourage a speedy transition and therefore additional measures will be required such as the continuation of the Government grants to help reduce the purchase price of EVs and promotional and behavioural change programs.

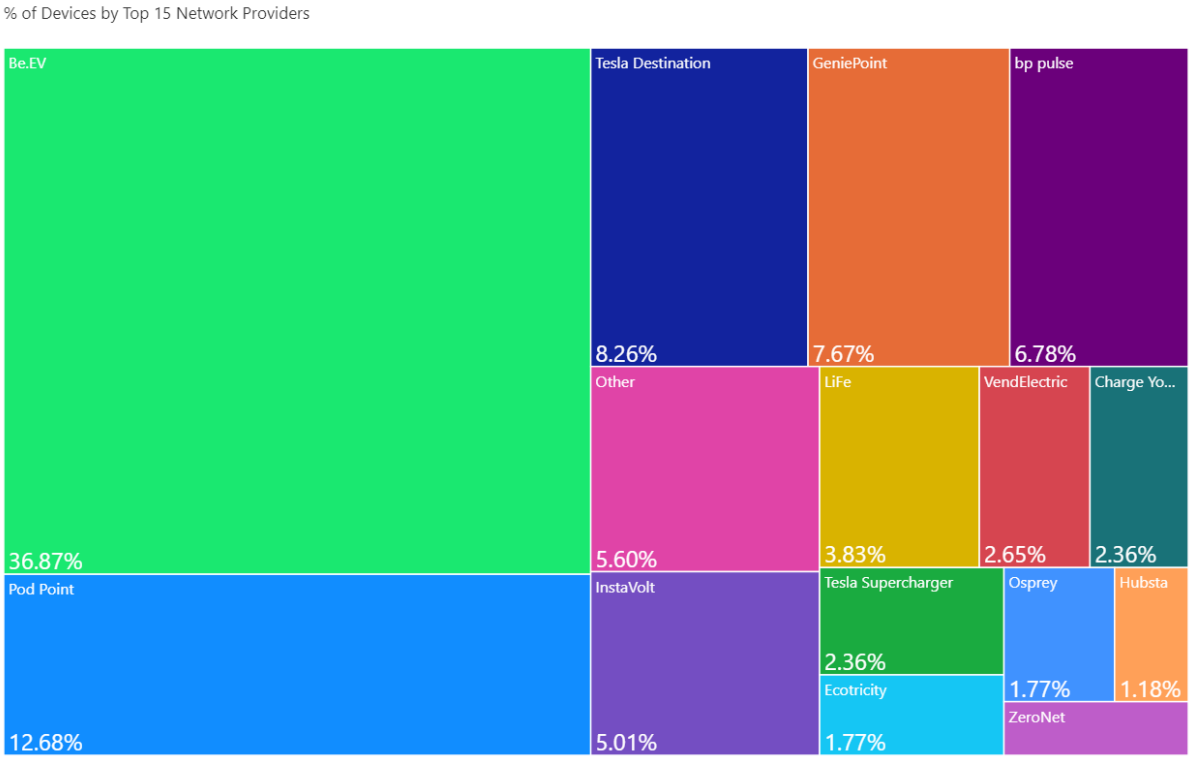
Currently, GM's EV registration is significantly behind the national average EV registrations as a percentage of the total vehicle population. As part of the GM public conversation on the clean air plan proposals, the availability of charging infrastructure was cited as a key barrier for businesses and individuals in switching to an electric vehicle. GM's EVCI provision is also below the national average and North West average of charging devices per capita. Table 1 below shows the Jan 2021 position.

Region	EV Registration % of total fleet	EV Charging devices	Charging devices per 100,000 population
United Kingdom	0.7%	20,775	31.1
North West	0.4%	1,410	19.2
Greater Manchester	0.3%	346	12

The EVCI network in GM should facilitate, not inhibit, the transition from petrol and diesel car and light goods vehicles to EVs by being of sufficient scale and type to meet users' needs. There is a need to ensure that the absence of charging infrastructure isn't a barrier to this transition to EVs. There is also a need to encourage and accelerate the transition to

EVs and ensure that network comprehensiveness avoids any gaps that may reduce confidence in the ability to charge amongst different EV markets.

In GM, the current publicly funded EVCI network, Be.EV accounts for approximately a third of the charge points, with the remaining two thirds delivered by over 20 private sector providers and operators.



80% of the publicly funded charge points are made up of 7kW (fast) chargers and 20% of 50kW (rapid) chargers, whereas private operators have 91% of their network composed of chargers with a speed superior to 7kW. The private sector operators have a very different business model and charging speed offer compared to the existing publicly funded network.

The private sector business model is typically focused on:

- rapid (and ultra-rapid charging) to achieve the best commercial returns on investment; and
- providing customers with an experience as close as possible to the ‘convenience’ of owning an Internal Combustion Engine vehicle and therefore replicating the current conventional behaviours of refuelling.

4.2 The scale of the Network required by 2025

A vision-led adaptive planning approach is required to encourage and accelerate the transition to EVs across GM. Projections can be made of public EVCI that will be required in the future based upon assumptions of general EV transition. To enable such projections to be determined, a model has been developed that projects the number of public fast and

rapid chargers required for a given fleet proportion of electric cars and LGVs. The modelling assumptions for public EVCI are set out in Appendix A

Planning Scenario

The development of the EVCI strategy needs a Planning Scenario to allow a plan of interventions to be developed, and this in turn needs an input level of transition to electric vehicles to aim for.

National Grid's 2019 Future Energy Scenarios set out 4 main scenarios for electric vehicle transition. The scenario with the fastest uptake in the near term, called "Community Renewables", projects that 8.18% of vehicles will be electric in 2025, rising to 75% 2035.

Using the FES 2019 'Community Renewables' scenario of 8.18% of the whole UK vehicle fleet being EVs in 2025, this projection gives a Planning Scenario with charger requirements of 2,700 fast, and 300 rapid public chargers in GM by 2025. As of February 2021, there are 264 fast and 59 rapid public chargers in GM.

The Planning Scenario indicates that GM requires significant expansion of publicly accessible charging infrastructure in the next few years to 2025. Between 2025 and 2030, demand for public charging infrastructure is projected to increase significantly, however, the technology surrounding charging an EV is rapidly being developed and continuously changing; in turn, the charging needs of EV users is likely to change over the coming years.

Beyond 2025, there is a significant degree of uncertainty around projecting demand for EVCI depending on the rate and distribution of EV transition over the medium to long term. This highlights the importance of continuous review of market needs in order to be able to both respond to and shape future demand.

4.3 The need for public sector intervention

Whilst the private sector contribution to expanding the GM EVCI network will clearly be invaluable, currently there is limited evidence that private EVCI providers and operators are delivering at the scale and pace needed to meet the 2025 projected demand, or the required type of infrastructure in the right locations.

Therefore, there is a continued need for public sector intervention, supported by a clear policy position, to influence the scale and distribution of EVCI investment that is required. However, there is a need to avoid an oversupply of publicly funded charge points, as this may result in:

- under-utilised assets requiring ongoing revenue support to cover the cost of operation and maintenance;
- unused charging bays with spaces left empty for long periods of the day causing issues in areas where there is already a high demand for limited car parking; and
- discouraging private sector investment.

It is likely that, without public sector intervention in EVCI now, a number of gaps in the market will emerge as set out below.

- Inclusive market coverage

The private sector will not invest significantly ahead of demand and there is a clear correlation between the early adopters of EV technology and average salary. There is a risk that private sector provision will be initially limited to more affluent areas or destinations where the investment returns would be attractive. Leaving less affluent areas without EV charging solutions that will act as a barrier to EV transition.

- Delay in delivery

Due to the requirement to ensure a short-term return on investment, the private sector may take a largely reactive approach, following demand for EVCI and delaying investment until returns are attractive. This could delay rather than promote transition to EVs.

- Interoperability

There are currently more than 20 different private operators active in Greater Manchester and potentially additional companies seeking to gain market share for profitable locations. Whilst some attempt has been made by the private sector to ensure EV users can access sites with different operators, the current service is far from perfect or integrated.

In the short term there is a need for public sector intervention in the market to fill these gaps and invest in locations and types of charging that the private EVCI providers and operators will currently find unattractive; not only to meet future demand and accelerate the transition to EVs but also to ensure the ECVI network is developed in a way that delivers our ambitions. Public sector intervention will also demonstrate commitment to EV technologies and encourage investment from the private sector.

In the long term we need to encourage and leverage private sector investment to build and operate a self-sustaining public network supported by the right policy framework. It is essential that a viable, matured commercial market is in place to meet future demand and ensure continued maintenance and improvements to the network.

4.4 EV User Profiles

To aid a better understanding of the EV market and where the focus for public (and private) sector investment might be, we have identified a number of market segments based on potential EV user profiles and charging behaviours and requirements. For clarity, this strategy does not cover charging infrastructure requirements for Heavy Goods Vehicles (HGVs) or buses. Potential EV users have been segmented into EV user profiles shown in Table 2 below and further discussion on the development of these EV User Profiles is included in Appendix B.

Table 2 EV User Profiles

Vehicle Type	User Profiles
Taxis	Hackney cab taxi drivers
	Private Hire Vehicle (PHV) drivers
Light Goods Vehicles (LGVs)	Company fleets
	Small and medium-sized enterprises (SMEs)
	Privately owned/leased LGVs
Local Authority and other public sector fleets	
EV Car Clubs	
Private Cars	Residents with off-street parking at home
	Residents with on-street parking at home
	Visitors to GM

4.5 EVCI Typologies

In many areas of Greater Manchester it is not considered to be physically possible or financially viable to install on-street, publicly accessible charge points in residential areas to the scale required to meet demand from private car ownership transitioning to EVs.

Whilst there may be appropriate locations for well planned, designed and managed on-street charging, rather than providing large amounts of on-street publicly accessible residential charge points, the GM EVCI Strategy will focus on providing alternatives designed to support residents that do not have access to home charging including:

- EV Car Clubs
- Community charging hubs
- Workplace charging; and
- Destination charging including park and ride sites

A set of basic EVCI Typologies have been developed by considering charging behaviours, dwell times and charger types and assigning these to particular locations or land uses. Further discussion on the development of these EVCI Typologies and alternatives to large-scale on-street charging provision is included in Appendix C.

Table 3 EVCI Typologies

Typologies	
Home Charging	Private home or apartment parking off street
On Street charging	On street parking bays
Residential Community Charging	Community hub car parks in residential areas with high levels of on-street parking
Destination	Work-place parking Town/local centre and city centre car parks Park and Ride sites Retail parks Visitor attractions
On route	Motorway Service stations and existing petrol stations, Lay-bys near areas of business activity

- H**ome charging often overnight** (available to EV users with access to off-street parking) which takes advantage of the long dwell times of vehicles and is best suited to slow or fast chargers.
- **On-street charging** at on-street parking bays which could include a broad range of dwell times and accommodate fast or rapid chargers depending on likely dwell times.
- **Residential community charging** (for EV users without access to off-street home parking) also able to take advantage of the long dwell times of vehicles and is best suited to fast chargers.
- **Destination charging**, defined as locations other than where the EV user resides, which includes a broad range of dwell times and can accommodate fast, rapid and ultra-rapid chargers depending on the average dwell times of vehicles.
- **On-route charging** which would typically require rapid and ultra-rapid chargers due to the higher proportions of short dwell times.

Table 4 below sets out how we envisage the different EV user profiles we have identified will correlate to the different charger typologies based on charging behaviour and requirements.

Table 4 EV User Profiles and EVCI Typologies matrix

	Home (slow/fast chargers)			Destination (fast/rapid chargers)					On-Route (rapid chargers)	
	At home	On-Street	Community Hub	Workplace	Visitor Attraction	Town/City Centre car parks	Retail Park	Transport Interchange/ P&R	Motorway Service Area and existing petrol stations	Lay-By
Hackney Cab	✓	✓	✓			✓		✓		✓
PHV	✓	✓	✓			✓		✓		✓
LGV	✓		✓	✓						✓
LA fleets				✓						
Car Club	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Private Car	✓		✓	✓	✓	✓	✓	✓	✓	✓
Visitors (from outside GM)					✓	✓		✓	✓	✓

✓ = primary charging location

✓ = top-up/secondary charging location

Understanding the potential scale of each of these markets at different future points in time will enable us to determine if the transition to EVs is constrained by an under provision of EVCI and identify which market segments should be the focus of public sector investment; and which would be more suited to investment from the private sector.

5. The Case for Public Sector Investment to support the transition to EVs

5.1 The role of the public sector in influencing and delivering a GM EVCI network.

There are a number of ways in which TfGM and the 10 GM Local Authorities, working in partnership with other stakeholders, can aid the delivery of a GM EVCI network that encourages and accelerates the transition to EVs. Alongside the deployment of publicly funded EVCI, the public sector can lead by example in the transition of their own fleets to EV and also use Local Planning Authority powers to ensure new development makes provision for EVCI.

5.2 How we will invest in expanding the publicly funded EVCI network.

Deployment of publicly funded EVCI

In terms of deployment of publicly funded EVCI, the priority will be projects which support the CAP and 2038 net zero carbon ambitions by aiding the accelerated transition to EVs for the most polluting vehicles; providing opportunities for those businesses most affected by the CAZ to transition to EVs and supporting those who will find it most difficult to transition to EVs due to home charging constraints. These projects will also help stimulate private sector investment by demonstrating a commitment to the transition to EVs and confidence in the market.

The most sustainable solution for transport and energy systems overall is for publicly funded EVCI hubs or mini-hubs of varying power requirements and scales to correlate with destination dwell times and charging behaviours. Whilst a mix of fast and rapid chargers will allow EV users to choose the most appropriate charging speed for their needs, the particular mix will be determined by the likely vehicle dwell times at any given location.

The expansion of an EVCI network for GM requires a high proportion of fast chargers as this enables a more sustainable form of charging that fits with electricity grid capacity and most vehicle duty cycles. This approach enables deployment of EVCI with the lowest impact on the electricity grid (and therefore costs).

Initial investment will provide a blend of EVCI that prioritises meeting the demand likely to be generated by the most polluting vehicles transitioning to EVs to support achieving air quality and carbon targets.

The deployment of publicly funded infrastructure must also be aligned with a business engagement programme with both public sector and private sector employers to encourage the provision of workplace EV charging infrastructure.

Deployment of EVCI by the EVCI Service Provider

GM has appointed an EV Charging Infrastructure Service Provider (EVCISP) to deliver a range of EVCI solutions through a 7-year EVCI contract. The EVCI Contract allows for the EVCISP to make their own investments in EV charge points to aid the development of the network. This Supplier Owned Infrastructure (SOI) will be aligned with the EVCI Strategy objectives.

Leading by example

It is important that TfGM and the GM Local Authorities along with other public agencies show leadership and demonstrate a commitment towards the transition of EVs. TfGM and GM Local Authorities already have a number of EVs in their fleet and the transition should include a review of their respective fleet requirements and the development of a shared approach to purchasing or leasing further EVs. Vehicle replacement strategies should be agreed so that a clear pathway to net-zero carbon Local Authority fleets can be outlined. Working together, GM Local Authorities could also include a provision for EVs when tendering for fleet management services. To facilitate the transition of fleets to EVs, EVCI should be installed or expanded where required at Local Authority offices and depots and opportunities for sharing charging infrastructure should be investigated. This will act as useful demonstrations to other businesses of a commitment to the technology to help encourage transition to EVs amongst the business community. Lessons learnt through the transition process should be shared with other fleet managers in the public and private sectors as part of a wider business support package.

Development of Planning Policy

Planning policies and guidance provide opportunity for GM's Local Planning Authorities to facilitate and coordinate the development of an EVCI network that supports and encourages the transition to EVs in areas beyond the publicly funded and controlled EVCI network.

By developing and adopting policies and guidance, local planning authorities can ensure EVCI is integrated and normalised within new developments from the design stage. Policies can be used to set expected requirements for provision of EV charge points in new residential, workplace and commercial developments, offering a clear framework for developers to plan, design and fund the provision of EVCI as part of the development.

The physical location, design, and management of EVCI as part of new development can be coordinated through planning policies and design guidance. Policies can ensure new developments are designed with the infrastructure needed to expand EV charge point provision in future as demand increases. This can be done through requirements for both active and passive EVCI. Active charge points refer to spaces that are fully wired and ready to use from the outset of the development. Passive provision refers to the provision of the necessary underlying infrastructure (power supply capacity and the ducting installed within car parking facilities) to enable simple expansion of charge points at a future date.

To ensure that adequate provision of EV charging infrastructure is provided in new developments a number of factors need to be considered including:

- The development type;
- EV user profiles, vehicle dwell times and charging behaviour;
- Potential for EV Car Club requirements;
- Future management, operation and maintenance requirements; and
- Passive and Active charge point provision

New developments within GM should make adequate provision of EVCI to meet demand and encourage and accelerate the transition to EVs. To achieve this, new developments should be required to provide a minimum number of active EV charge points and offer enough passive provision to enable efficient expansion as demand increases. Each Local Planning Authority will develop their own Local Plan policies relating to the provision of EVCI in new development. The recommendations set out in the table below are intended to aid policy development and act as supplementary guidance.

Table 5 Guidance on provision of EVCI in new development

Development Type		Active Provision	Passive Provision
Residential	Within property-based parking e.g. driveway and/or garage	1 per dwelling	-
	Designated off-street residential parking	1 per dwelling	-
	With non-designated off-street parking	10% of spaces	20% of spaces
Commercial	Office / General Industrial	10% of spaces	20% of spaces
	Retail uses	10% of spaces	20% of spaces
	Sports Centres, Gyms and Leisure Facilities	10% of spaces	20% of spaces
Other	Education & non-residential institutions	10% of spaces	20% of spaces
	Petrol filling and Motorway Service Stations	10% of spaces	20% of spaces

5.3 Priorities for Public Investment to 2025

The initial focus for investment will be to provide a blend of EVCI that prioritises meeting the demand likely to be generated by the most polluting vehicles transitioning to EVs. We will target businesses and vehicles most affected by the CAZ.

The taxi trade

We have undertaken detailed engagement with the taxi (Hackney cab and PHV) trade and further analysis of this particular market segment's charging requirements. Clean Air Plan modelling estimates that 15% of all hackney cab and PHV trips will need to be made by EV by 2025 in order to achieve air quality compliance.

Modelling has been undertaken to understand what this means in terms of EV charging infrastructure. This estimated that between 34 (low scenario), 90 (central scenario) and 190 (high scenario) rapid charging devices will be needed by 2025 to support that transition.

The OZEV and GM CAP EVI Taxi Projects represent targeted investment of approximately 70 rapid chargers (in total) dedicated for use by the taxi trade, in combination with the Clean Taxi Fund (CTF), which aims to provide the financial support needed to transition to EVs.

EV Car Clubs

The E-Hubs trial project is funded by the European Regional Development Fund and aims to demonstrate innovations in technology focused on low carbon shared mobility. It provides for car clubs using Electric Vehicles (EVs) and e-cargo bikes for-hire in co-locations. It is intended that the project will have a number of benefits including a reduction in carbon emissions, expediting the reduction of car ownership, making electric vehicles more accessible to the general public, encouraging more active travel practices and creating a knowledge bank of how to embed the use of an EV car-club and e-Cargo Bikes into Greater Manchester, creating a blueprint for further mobility roll-out. The E-Hubs trial project has identified 5 potential locations which include EVCI dedicated to an EV Car Club operator.

In partnership with EV car club operators we will look for further opportunities to expand the EV car club offer in suitable locations across GM making shared electric vehicles more accessible.

Priority locations for community hub charging infrastructure

Through further research and engagement with businesses and communities we will look for opportunities to trial a small number of EVCI community hubs in locations where high demand is aligned with constraints on home charging or where demand from significant EV LGV business activity may justify public investment. We will establish an on-line system for local residents and communities to register an interest in trialling community hub charging infrastructure so that, funding permitting, we can direct investment to areas of identified demand.

6. Delivery and Monitoring

6.1 Existing Commitments

Delivery is currently being managed by TfGM on behalf of the Greater Manchester Local Authorities. GM has appointed an EV Charging Infrastructure Service Provider (EVCISP) to deliver a range of EVCI solutions through a 7-year EVCI contract to expand, upgrade, re-brand and maintain the existing publicly owned EVCI.

The EVCI contract involves two phases; the first phase involves the transition from GMEV to Be.EV including the upgrade of 118 old GMEV fast chargers to new fast charge points (which is now complete) and the delivery of the Early Measures project delivering 24 new rapid charging points across 22 sites (including 1 site which is a dedicated taxi charge point).

The second phase will include the delivery of additional publicly funded EVCI projects and the potential for the EVCISP to fund and deliver their own charge points.

Through the OZEV taxi project we have secured funding to install 30 rapid chargers dedicated to taxi use across GM by 2022. On-line engagement with the taxi trade and consultation with ENWL is underway to aid the determination of sites for deployment.

Over the coming years we will continue to seek and secure further funding opportunities that align with our priorities for investment.

6.2 Site Prioritisation Process

Site selection for EV charging points is important as the choice of location influences both costs and usage. TfGM, through delivery and operation of Greater Manchester's publicly funded Electric Vehicle Charging Infrastructure, has identified the following key challenges in site selection.

Land ownership – Permissions and legal requirements can add delays to installing EVCI on third party land, including where this is land owned by the Local Authority. In the case of large organisations, they may also have their own national contracts with EVCI providers. There are also costly feasibility studies required to ensure the host's power supply has the necessary spare capacity.

Accessibility - On-street locations often do not have the carriageway space needed to accommodate the charging infrastructure and relevant electricity supply support e.g. chargers and feeder pillar. Off street locations can be in quieter areas that may bring additional security/access problems, particularly if the area requires closures at certain times.

Electricity network - Availability of the required power, particularly for high powered chargers (50kw+) can be an issue. Connection costs vary from site to site as each site has

varied levels of available electricity network capacity. By clustering chargers together in hubs or mini-hubs, electricity network costs are reduced as well as saving on other civil engineering works such as cable length and trenching work.

An approach has been developed to identify suitable, available and sustainable locations to create a pipeline of sites to deploy public EV Charging Infrastructure informed by EV user profile needs, dwell times and battery re-charge requirements.

Site identification has focused on off-street parking locations (rather than on-street). This has naturally led to favouring existing car parks as potential sites, with a preference for Council-owned car parks and TfGM Park & Ride car parks to minimise coordination and costs associated with third parties.

Locations have been prioritised that serve areas that are likely to have greatest demand for EVCI in the near-term to ensure charge points achieve the required number of charge events and are not underutilised or stranded assets. Locations with existing space to accommodate EVCI and good network capacity that minimises land acquisition and grid connection costs have also been prioritised.

6.3 Design Guidance

Design guidance is being developed to standardise publicly funded EV charging bay markings and signage across GM and ensure that the infrastructure is accessible to all included disabled EV users. Consistent and clear bay markings and signage for public charging infrastructure will help to ensure that EV users can easily identify and find public charging infrastructure; and improve perceptions about the prevalence of EVCI across GM. It is recommended that, where possible, the design guidance is also applied to new EVCI installed by other providers and operators to help achieve our network ambition for standardised EVCI that is instantly recognisable by the general public.

6.4 Market Research and Engagement

Public Engagement

To give GM businesses and residents the confidence to transition to EVs they need to be aware of the availability of appropriate and reliable charging infrastructure, to address issues of range anxiety. There is a need to create a public engagement campaign, to engage the public in the transition to EVs and to demonstrate that the required EVCI is available. A public campaign to highlight the level of investment and raise public awareness of the expansion to EVCI network should be run alongside the roll-out of publicly funded EVCI across GM.

Business Engagement

It is anticipated that the initial future growth in EV users will be greater amongst the company car market than the private car market. Company car and private business make up the bulk of new car registrations within the UK accounting for approximately 55% of new car registrations in 2019 with 1.23m new car registrations going to business users and in addition, LGVs contributed 365,778 sales to the fleet sector. (Business vehicle registrations include both vehicles registered directly to a company, for example commercial goods vehicles and fleet vehicles, which are vehicles purchased by a company for the intention of use by staff, for example as company cars.) In 2019 business registrations accounted for 2.6% of new vehicle registrations whilst fleet registrations accounted for 52.4% of new vehicle registrations.

In 2019 the UK Government announced it would revise taxation processes impacting the ownership of company cars (Benefit in kind, BIK), and as of 20/21 BEV (Battery Electric Vehicles) are no longer required to pay company car tax. A number of large vehicle manufacturers, including EV only manufacturers such as Tesla, are beginning to actively target the business and fleet market, advertising the taxation relief benefits.

A programme of targeted engagement is required, in partnership with ENWL, to work with both public and private sector employers to encourage the use of the Government Workplace Charging Grant to establish and expand a workplace EV charging offer for their employees.

Engagement with local residents and communities

There is a need to establish a on-line system for engagement with local residents and communities to enable them to request community hub charging infrastructure so that, funding permitting, investment can be directed to areas of identified demand.

Engagement with private EVCI providers and operators

To better understand their investment priorities and encourage them to install EVCI in the retail and leisure destinations where agreements are already in place.

6.5 Monitoring the scale and performance of the network

For each step along the journey of transitioning to EVs we need to ensure that an under provision of EVCI is not prohibiting the transition for each of the identified user groups. We also need to ensure that the GM EVCI network remains fit for purpose. We therefore need to monitor EV registrations across Greater Manchester and the utilisation and performance of the Be.EV brand as well as the level of private sector provision, to assess if the expansion of the network is ahead of demand and our network ambitions are being realised. We will also need to maintain continued dialogue with representatives of the different user groups and gain insightful feedback regarding the provision and location of publicly funded EVCI. A regular user group could be established and utilised to provide feedback from a network of

local experts. Monitoring will be regularly reviewed to ensure we are keeping up to date with EV market developments. If the transition to EVs exceeds modelled assumptions, we must be able to respond quickly to ensure that the GM EVCI network continues to meet with demand.

The technology surrounding charging an EV is rapidly being developed and continuously changing. It will be important to maintain an understanding of these changes as they arise and how they will influence our EVCI network and the way in which EV users charge across GM. With advances in technology the charging needs of EV users are likely to change over the coming years. To ensure we continue to deliver an EVCI network that meets the needs of businesses, residents, and visitors to GM, we will need to keep abreast of emerging technologies and charging options as they develop, to ensure infrastructure remains fit for purpose.

7. Final Conclusions and Next Steps

Availability of and access to charging infrastructure is recognised as a critical barrier to the adoption of EVs. GM requires significant expansion of publicly accessible EV charging infrastructure in the coming years to encourage and accelerate the transition to EVs in order to meet its transport emissions targets.

The requirement for appropriate vehicle charging infrastructure is even more critical given that the Government has now committed to phasing out the sale of new petrol and diesel vehicles by 2030. In the short term there is a need for public sector intervention in the market to influence the scale, type and distribution of EVCI investment that is required.

This EVCI Strategy sets out the vision-led adaptive planning approach to the provision of charging infrastructure, that we intend to adopt to support a rapid transition towards a net zero carbon transport system.

Using a planning scenario to 2025 has allowed us to determine the overall scale of the EVCI network required for Greater Manchester in the coming years and also highlighted the importance of continuous review of the EV market needs in order to be able to both respond to and shape future demand.

This EVCI strategy has set out strategic principles and identified potential EV user profiles, charging behaviours and requirements. This has enabled a set of EVCI typologies to be developed to determine the nature and shape of the EVCI network required to meet our ambitions and has highlighted where the focus for public sector investment will be required.

Public investment will be targeted at those who will find it most difficult to transition to an EV due to charging constraints. Initial investment will provide a blend of EVCI that prioritises meeting the demand likely to be generated by the most polluting vehicles transitioning to EVs as well as providing opportunities for those businesses most affected by the CAZ to transition to EVs. This approach will support GM in meeting its air quality and carbon targets.

To accompany this EVCI Strategy, the detailed measures to support progress towards providing the EVCI network that will enable GM to rapidly accelerate the transition to EVs are set out in a funded programme of works that can be found here.

The final version of the document to include a link to the micro-site which will display the funded programme of works.

APPENDIX A

Appendix A

Modelling Assumptions for public EVCI

The public EVCI demand has been estimated using an urban model, which estimates public charger requirements for those unable to charge at home, and an on-route model, which estimates charger requirements for EV users visiting Greater Manchester and passing though Greater Manchester.

The analysis factors in the ability of EV users to charge from home and has segmented charging types and charging locations to reflect different charging behaviours and requirements. The model helps project public EVCI demand by:

1. Selecting an assumed transition to EVs.
2. Estimating the ability to charge at home in GM based upon Census 2011 housing type and assuming that everyone with a detached or semi-detached house can, and will, charge at home instead of using public charging.
3. Assuming all car users in other types of housing are unable to charge at home, and so must use public EVCI.
4. Using the GM highway model to give the distribution, length, and split of car commute, car business, car other, and LGV trips to each destination area.
5. Determining the energy requirement for those journeys from fast and rapid chargers, by assuming a split of requirements by use type (for example, commuting requiring mainly fast chargers, LGVs requiring mainly rapid chargers).
6. Converting that energy requirement into numbers of chargers required, by assuming an arrival time profile throughout the day, and scaling charger numbers to meet peak requirement.
7. Modelling on-route charge demand for rapid chargers for visitors from outside GM, who need to top-up charge while in GM, so assumed to require 'rapid' top-up charging.

Different projections can be developed by a) varying the input assumption regarding EV transition at Step (1) and b) varying the internal model assumptions. Figure 1 below shows projections for what the public EVCI requirements would be in GM by varying levels of the EV transition by 2030 of 10%, 20% and 30% of the fleet. Each projection uses a central set of model assumptions for other parameters.

The Figure also shows the current level of public EVCI provision (in yellow) and a projection of what the current TfGM procurement mechanism could achieve, with existing levels of funding.

These projections show that the public EVCI requirement could be between 3,000 and 7,000 by 2025.

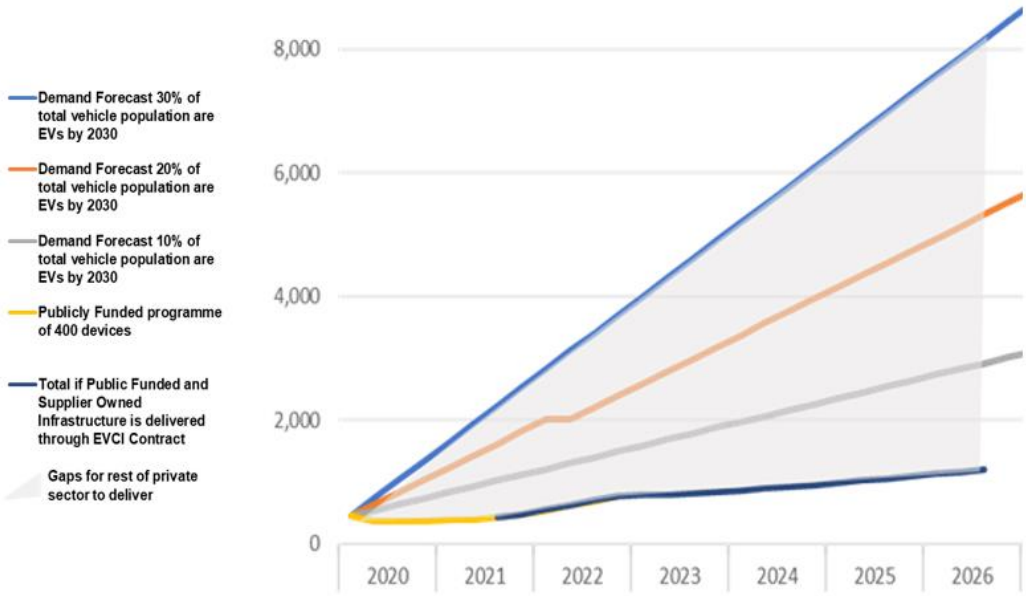


Figure 1: Public EVCI Requirements in GM for a range of EV transition scenarios.

Commentary on projections

The FES 2019 'Community Renewables' scenario has been chosen as the input assumption for the Planning Scenario as it represents a reasonable optimistic scenario for the transition to EVs. In this way, the Planning Scenario represents a good basis for planning EVCI given this strategy's stated aim of:

- Ensuring that EVCI is not a barrier to EV transition; and
- Setting out a plan that delivers EVCI just in advance of need.

It is noted that while the FES scenarios do account for a conventional car sales ban, the November 2020 UK Government announcement of an end to conventional engine sales in 2030 is sooner than all FES 2019 scenarios. This highlights that the Planning Scenario will need to be kept under review as part of the EVCI strategy proposals to monitor the scale and performance of the network set out in section 6.5.

When considering the Planning Scenario, it is important to note that projection is made based on fast chargers being 7kW chargers and rapid chargers being 50kW. This provides a reference for considering other speeds of charging covering slow, fast, rapid and ultra-rapid charging in particular locations. For example, fewer rapids will be required if ultra-rapid chargers are considered the best solution for certain locations and EV user types, such as EV Taxi or PHV charging hubs where faster charging is required.

APPENDIX B

Appendix B

Development of EV User Profiles

Taxis

Hackney cabs are typically parked at or near to the driver's home between shifts, providing an ideal time to charge. If access to off-street parking at home is available, it is expected that most Hackney cab drivers will seek to charge daily at home if possible, for convenience and because of the lower costs. However, there will be drivers without the ability to charge from home and therefore need daily access to either public or designated taxi charge points. Taxis also typically have a high daily mileage and may therefore require a charge during a shift when time is at a premium so access to rapid charging infrastructure would also be a priority for these users.

PHV drivers transitioning to EVs will share similar charging requirements to those of Hackney cab drivers possibly with a larger proportion unable to charge vehicles at home. Some PHVs are used as pool cabs by multiple drivers working different shifts with high mileage and minimum dwell time between shifts. So public charging provision will be required from rapid chargers in convenient locations for this user group. The distribution of trips made by PHVs tends to be more evenly distributed across Greater Manchester than those trips made by Hackney cabs and there are a number of quite large PHV firms fairly evenly spread across GM serving relatively local markets. Furthermore, PHVs generally have higher daily mileage than Hackney cab drivers, so on-route charging facilities will be important for this user group.

Light Goods Vehicles (LGVs)

Light Goods Vehicles (or vans) have grown in use (measured in kilometres travelled) on Greater Manchester roads in recent decades. LGVs now account for c. 1.7 billion kilometres on Greater Manchester roads, representing 13% of all traffic (up from 9% in 1993). Much of the recent growth has been driven by the growing service economy, the development of the home shopping market and the expansion of delivery services that has accompanied this and the growth of the "gig economy". Improving the efficiency of freight deliveries is an important part of GM's Freight and Logistics Strategy particularly in congested areas such as the city centre and other town centres and investment in EVCI will need to reflect this.

Drivers of LGVs can be split between drivers of vehicles that are part of a large company fleet, Small and Medium-sized Enterprises (SMEs) and self-employed individual drivers who own or lease their vehicles and use them commercially.

For a transition to EVs, larger company fleet owners are likely to provide their own depot-based private charging solutions or rely on staff home charging and therefore make minimal use of public charge points particularly with future improvements in range. The majority of charging is expected to be overnight in depots or at staff homes. However, higher mileage

delivery vehicles may require some access to public charging during the day and with businesses wishing to minimise time lost to charging they are likely to prioritise access to rapid chargers.

Small and medium-sized enterprises are less likely to have their own private charging solutions for smaller company fleets of cars and LGVs and may also be reliant on staff home charging. There is likely to be some potential demand for both fast and rapid public charging facilities to enable drivers to charge vehicles, both overnight and during the working day. An increasing number of privately owned or leased vehicles are being used commercially and to transition to EVs, users of these vehicles are likely to face similar charging challenges to owners of private cars especially where they don't have access to off-street charging at home. Many of these vehicles have higher daily mileage than private cars and may require more regular overnight charging as well as opportunities for charging during the day. For charging during the day access to rapid charging infrastructure will be a priority as time will be at a premium.

Local Authority and other public sector fleets

Local Authority and other public sector fleets are made up of a wide range of vehicles including cars, LGVs and specialist vehicles that perform a wide variety of roles with varying daily mileage, operational needs, duty cycles and dwell times. To transition these fleets to EVs it is likely that in-house provision for EVCI will be required and they are less likely to need to make use of the publicly accessible EVCI network, although occasional access may be required.

Car Clubs

Car Clubs contribute positively towards a progressive urban transport policy. There is clear evidence that members reduce levels of vehicle ownership and mileage at the same time as increasing their use of other, more sustainable modes. Traditionally, transition to EVs has represented a challenge for Car Clubs in terms of potentially reduced utility due to customers range anxiety, availability of EVCI, greater capital costs and potential driver apprehension. The main operating model for Car Clubs in Greater Manchester is the back to base or round-trip hire which involves the vehicle being collected from and returned to the same destination (often a specific parking bay) and whilst this may be suited to fast charging it is probably not so suitable for rapid charging.

Currently there are no privately operated fully EV Car Clubs in Greater Manchester although a number do have PHEVs amongst their fleet. However, increasing demand for Car Clubs is leading to greater innovation and flexibility in applications and operating models and it is possible that future GM Car Clubs with targeted user group needs, may be able to operate a fully EV fleet. Through informal engagement with Car Club operators there are early indications that there does seem to be operator appetite to provide an EV based Car Club in GM.

The e-Hubs project is funded by the European Regional Development Fund and aims to demonstrate innovations in technology focused on low carbon shared mobility. It provides for car clubs using EVs and e-cargo bikes for-hire in co-locations. It is intended that the project will have a number of over-arching benefits including a reduction in carbon emissions, expediting the reduction of car ownership, making EVs more accessible to the general public, encouraging more active travel practices and creating a knowledge bank of how to embed the use of an EV car-club and e-Cargo Bikes into Greater Manchester, creating a blueprint for further mobility roll-out.

An opportunity exists to establish an EV Car Club within Greater Manchester utilising the e-Hubs project and also aid the initial delivery of the EVCI Strategy. An EV Car Club could provide an anchor tenant for EVCI in community charging hubs or mini-hubs offering an alternative to private EV ownership. An EV Car club could also provide an opportunity for people to try an EV before they commit to purchasing one.

Private Car Drivers

The transition to EVs by private car drivers in GM has been slow to-date, varying between Local Authority areas. Given the OZEV funding for installing home charging points, the majority of early adopters are expected to, or at least have the ability to, charge at home and the average daily mileage suggests most private EV drivers are unlikely to need to charge their cars more than once or twice per week. At present it is therefore likely that most EV private cars receive a high proportion of their charging from slow and/or fast charging at home overnight or at a workplace car park during the day. The relative cost of different charging solutions will also be an important factor in private EV drivers' charging decisions.

EV users living in residential properties with off street parking (such as a private drive or garage) can normally easily install a 7kW home charger that will allow them to recharge an EV at home. Currently there is still OZEV funding available to cover some of the costs involved in installation. However, there will still be occasions when this user group requires access to alternative charging solutions.

Residential areas with a large number of terraced streets or apartment blocks which have no off street parking present a problem for EV ownership as properties without off street parking are likely to be unable to install a home charger. The inability to charge an EV at home will be a barrier to transition for many people across GM particularly for those residents that live in properties with no off-street parking.

In Greater Manchester, terraced housing and apartments make up 43% of the housing stock (2011 Census) and these areas typically have limited access to off-street parking. Clearly not all residents in these areas are car owners and many residents in these locations have already made the decision to pursue car-free lifestyles. However, within many of these residential locations there remain significant levels of car ownership and it will be important to ensure that these car owners are able to make the transition to EVs. Destination

charging, particularly at workplaces but also at park and ride sites, town/local centres and other key destinations as well as existing petrol stations; will all be a very important part of the charging mix for this EV user group; however, a solution to home charging is also likely to be required to overcome this barrier and provide opportunities for private car drivers in these locations to transition to EVs.

Visitors to Greater Manchester

For those visiting Greater Manchester from outside the conurbation, the nature of their journey and the battery range of their vehicles will determine charging requirements, but they are more likely to need to charge their vehicles at their destination or on-route. Visitor attractions and other destination charging as well as motorway service stations and other on-route charging will be important to this user group. Existing petrol station sites could provide visible on-route rapid charging facilities and could also provide charging facilities for residents who do not have the ability to charge at home. Clearly signed park and ride facilities with EVCI near the boundaries of GM would be useful to visitors allowing them to charge whilst continuing their journey on the rapid transit network and reducing vehicles on the Key Route Network within GM.

APPENDIX C

Appendix C

Development of EVCI Typologies

On-Street Residential Charging

In many areas of Greater Manchester, it is not considered to be physically possible or financially viable to install large numbers of on-street, publicly accessible charge points in residential areas to the scale required to meet demand from private car ownership transitioning to EVs.

There are a number of reasons for this, as set out in the following paragraphs:

On-Street charging solutions could include modifying street lighting columns or installing dedicated on-street charging points but these both have issues and in both cases the ability to scale-up provision as the transition to EVs increases, is a major constraint. Whilst satisfying current demand for on-street charging infrastructure in residential areas might be achievable, it would not be possible to meet future on-street residential demand as the transition to EVs increases amongst this user group.

Street lighting column charging relies on the lighting column being next to the carriageway so that charging cables don't stretch across footways causing an obstruction to pedestrians. GM Local Authorities, in line with best practice have undertaken programmes to move lighting columns to the back of the footway to reduce street clutter making more space on footways for pedestrians, wheelchairs, prams and buggies and people with reduced mobility or visual impairment. In addition, the cabling for street lighting columns can usually only support charging of between 3 – 5 kW which is less than the 7.4 kW delivered by a home charger. This type of charging system requires the user to buy an additional charging cable to record the power used. In addition to this expense, the tariff per kWh is generally high for a slow connection speed which means poor value for money for the user.

Dedicated charge points can deliver 7.4 kW matching the output of a home charger. However, they are difficult to locate on-street in large numbers without compromising carriageway or footway space particularly on narrow streets and pavements where space is already at a premium. This is particularly relevant in areas where there is already a lack of space for car parking, limited footway space and congestion. To ensure effective footway widths are maintained charge points would need to be located on the carriageway. When sited in the carriageway, with build-outs, charge points would significantly reduce the available space for car parking. There would also be issues to address around minimising or avoiding disruption of public services operations such as street cleaning, domestic refuse collection services and emergency service access.

In a residential on-street location, each charge point installed would need to have a dedicated EV charging bay with it. This effectively provides a protected private car parking space on the public street and reinforces car use as the dominant mode of travel by

formalising and locking-in on-street car parking in areas with limited road space. Providing dedicated private car parking spaces does not support GM's long-term goals of reducing private car ownership and encouraging sustainable modes of travel. Furthermore, to bring in parking restrictions requires a residents' parking permit scheme or TROs, which would require the support of a proportion of residents on the street.

A dedicated charge point is able to transmit more power than a modified street lighting column because it would have a dedicated electrical connection this however requires a separate feeder pillar (requiring additional space) and makes installation more expensive. The relatively low level of usage (generally a single user) means that it is challenging to generate enough income from each charge point to cover ongoing operational and maintenance liabilities. If this solution was delivered at scale it would require significant ongoing financial support which is contrary to the development of a viable EVCI network. The charge points would therefore require a higher user tariff (and therefore would not be equivalent to home charging options). Implementing a higher tariff would make the on-street solution less attractive for users and mean that they are more likely to seek out cheaper charging alternatives which would lead to underuse of charge points and a requirement for greater subsidy. Potentially on-street charge points in residential areas could become stranded assets, with ongoing financial liabilities generating limited revenue, and creating unused car parking spaces increasing competition for on-street car parking which is already an ongoing issue for residents in many locations.

When considering these issues, it is clear that providing an on-street public charge point solution in residential areas isn't achievable at the scale required to match the required transition to EVs.

Alternatives to on-street public EVCI provision

For those GM residents without the ability to charge EVs off-street at home; a number of alternative options will be important in enabling a transition to EV use.

EV Car Clubs

An expansion of EV Car Clubs operating in residential locations could offer a genuine alternative to private EV ownership for many residents. Dedicated EV Car Club charge points, in residential locations will often be best located on-street where carriageway space is available, in order to increase convenience for users. Through the development of a Shared Mobility Strategy and engagement with Car Club operators we will seek for opportunities to enable them to transition to fully EV fleets and expand the car club offer across GM.

Community charging hubs

Off-street community charging hubs, in close proximity to residential areas (with large amounts of on-street car parking), could support different EV user groups including private EV owners providing a further alternative option in some locations. Where there are

residential areas with significant on-street car parking we will investigate opportunities to provide off-street community charging hubs on a case by case basis where appropriate locations can be found and look at options that will support residents to use these facilities for overnight charging where possible. These community charging hubs could potentially include charging bays for EV Car Club vehicles as well as other mobility services such as cycle hire or e-bike hire facilities, offering residents alternatives to private car ownership. Wider community facilities could also potentially be provided at these locations.

We will establish an on-line system for local residents/communities to register an interest in trialling community hub charging infrastructure so that, funding permitting, we can direct investment to areas of identified demand.

Workplace Charging

Workplace charging during the day will also be an important option for many potential EV users without the ability to charge at home, however we do not wish to encourage commuting by EV ahead of more sustainable modes such as active travel or public transport especially in areas that already experience traffic congestion in peak hours. In appropriate locations and where employees are dependent on car travel; we will work with both public and private sector employers to encourage them to make use of the Government Workplace Charging Grant to establish and expand a workplace EV charging offer as part of a wider review of workplace car parking requirements for employees. Many large public and private sector employers already have Workplace Travel Plans in place which could be expanded to include the provision of an EV charging infrastructure offer as part of a wider review of workplace car park requirements. We will work with large public sector employers such as hospitals, schools and colleges and medical centres with workplace car parking to determine EVCI requirements and opportunities.

Destination Charging

For those who commute to work by the rapid transit network (making use of existing park and ride facilities) there could be the opportunity to charge EVs during the working day whilst EVs are parked at rail station, Metrolink or bus park and ride sites. We will align TfGM's emerging Access to Public Transport Strategy and the development of the Travel Hubs programme with this GM EVCI Strategy and investigate options to expand the Be.EV network at Metrolink park and ride sites and other transport interchanges; and we will also work with Network Rail and Northern Rail to encourage them to provide EV charging infrastructure at rail station car parks across Greater Manchester.

Retail and leisure destination car parks with dwell times of an hour or more also offer an opportunity to provide alternative EV charging options for those without off-street home charging. We will investigate opportunities to expand the Be.EV network in local authority owned car parks in town and district centres and at other local authority assets such as car parking at leisure centres, gyms, libraries, community and health centres and recreation / sports facilities. In many other locations, investment may come more from private operators

particularly on privately owned sites at out of town retail parks or leisure and entertainment venues such as cinemas or concert venues and theatres. We will engage and work with private EVCI providers and operators to encourage them to install EVCI in retail and leisure destinations where there are already many agreements in place.

On-route Charging

On-route charging will also form an important part of the EVCI mix, whilst Highways England have responsibility for EVCI at motorway service stations, there will be a need for further on-route EVCI within GM such as at existing petrol stations and this is an area where we expect private sector investment to be more prevalent.









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Report to CABINET

Opportunity Area Grant, Year 5, 2021-2022

Portfolio Holder: Councillor S Mushtaq, Cabinet Member for Education and Skills

Officer Contact: Gerard Jones, Managing Director of Children and Young People (DSC).

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26 July 2021

Reason for Decision

The purpose of this report is to seek formal approval for the receipt of section 31 grant funding to resource the Opportunity Area programme, to agree that the grant payments will be ring-fenced locally to the Opportunity Area programme and to note and endorse the recommended spending priorities identified in the Opportunity Area Plan.

Authorisation is also sought to delegate authority to agree all spending decisions related to the Opportunity Areas programme to the Director of Education, Skills and Early Years, after consultation with the Cabinet Member for Education and Skills and the Director of Finance, noting the role of the Opportunity Area Partnership Board in this process.

Executive Summary

Oldham is one of twelve Opportunity Areas identified by the Department for Education (DfE), that have over the first 4 years of the programme received £90 million to boost opportunities for young people in these communities. The purpose of Opportunity Areas is improving social mobility, using education as a key driver to achieve this.

Oldham Opportunity Area has received approaching £8 million in funding from DfE in the first 4 years of the programme. In May 2021 the Minister confirmed that a further £1,339,000 will be available to the Oldham for year 5 of the programme Sept 21- Aug 22. The Oldham Opportunity Area year 5 plan details the spending priorities identified for Oldham for this period. This plan also includes an additional £300,000 grant for the Early Identification of Autism project, and therefore projected expenditure within the plan totals £1.639m. It is important to note that in order to deliver the planned programme, some of the grant resource may be spent directly by the DfE rather than the Council. Therefore, although Oldham will benefit from the full £1.639m, the Council will receive grant net of expenditure directly incurred by the DfE.

Recommendations

It is recommended that:

- Members confirm the passporting of Opportunity Area grant received by the Council up to the value of £1.339m for the Year 5 programme and a supplementary grant of up to an additional £300,000 for the Early Identification of Autism project
- Endorse the spending priorities, and targets identified in the Opportunity Area Year 5 Plan for planned expenditure of up to a total of £1.639m.
- Authority to make all spending decisions relating to the Opportunity Area (including key decisions) be delegated to the Director of Education, Skills and Early Years, after consultation with the Cabinet Member for Education and Skills and the Director of Finance.
- Authority be delegated to the Director of Education, Skills and Early years to award contracts stemming from a compliant procurement process and authority be delegated to the Director of Legal Services to sign/seal such contracts and any necessary incidental and/or ancillary documents.

Opportunity Area Grant, Year 5, 2021-2022

1 Background

1.1 Oldham is one of twelve Opportunity Areas identified by the Department for Education (DfE), that have over the first 4 years of the programme received £90 million to boost opportunities for young people in these communities. The purpose of Opportunity Areas is improving social mobility, using education as a key driver to achieve this.

1.2 Oldham Opportunity Area (OA) has received approaching £8 million in funding from DfE in the first 4 years of the programme. It has received additional investment in national programmes such as Essential Life Skills and schools/settings have received preferential access to national programmes such as National Professional Qualifications. The Oldham OA Partnership Board brings together local school and council leaders, businesses and community organisations with an understanding of the area and a commitment to making Oldham a better place to learn and achieve. Decisions about investments based upon the priorities and activities outlined in the plan are determined by the Partnership Board in consultations with key stakeholders.

1.3 In May 2021 the Minister confirmed that a further £1,339,000 will be available to the Oldham OA for year 5 of the programme Sept 21- Aug 22. A condition of funding is to ensure that the lessons we have learned, and the successful projects delivered in Opportunity Areas, are utilised to support other 'left behind' areas, as has begun with the 'twinning,' programme in year 4.

1.4 As before, this funding is intended to be channelled through the local authority, using payments under section 31 of the Local Government Act 2003. DfE are proposing to do this in two payments – a first one in autumn 2021, and a second and final payment in spring 2022. The Minister's priorities for year 5 of the programme includes:

- building in sustainability in order to secure long-term local improvements;
- increasing twinning activity; and
- working to alleviate the impact of COVID-19 and support the area's recovery.

1.5 The year 5 plan is designed to support Oldham's Early Years Partnership Strategy and Oldham's Education Recovery Priorities. The year 5 plan covers 5 themes;

- Early years
- School standards and wellbeing
- Beyond the school gate
- Twinning to share learning between OAs and to other Local Authorities
- Working with other government departments.

1.6 We will maintain a strong focus on raising attainment for all, whilst also ensuring we can narrow the gap in outcomes and opportunities for the most disadvantaged. We will do this by continuing to build the capacity in the borough through upskilling teachers and Early Years professionals, and by developing a holistic approach which engages with the range of organisations and actors which influence social mobility, including parents and Oldham's thriving third sector.

1.7 We will ensure that schools and settings are able to capitalise on the national response to education recovery. We will also align our activity to the local approach to education recovery, which seeks to ensure that a return to pre-pandemic performance is understood as an insufficient response to the challenges, and that COVID-19 recovery must be a mechanism for Oldham to continue to pursue longer term improvement. We will use the investment to date in digital and remote learning as a driver of system change and will work with local leaders to use the network of digital champions, the support for digital strategy and the development of pedagogy to drive ongoing improvement, particularly for the most disadvantaged.

1.8 We will continue our investment in the wellbeing of children and young people, by embedding the Whole School Approach to mental health as a key enabler of educational improvement. We will also develop our high quality practice in early years settings and continue our support for the wellbeing of education staff, including senior leaders and.

1.9 The OA will also continue its investment in supporting strategic change; this will allow the OA's investment in year 5 to be clearly situated within an infrastructure which provides a legacy for OA activity, while also creating strong foundations for ongoing improvement post-OA.

1.10 Each of the OA plans has been scrutinised by a Challenge Panel made up of Sir Alan Wood CBE, representing the Education Recovery Commissioner, plus relevant Education Endowment Foundation regional lead for each area and the Opportunity Area Senior Responsible Owner. Crucial to success in year 5 will be a forensic diagnosis of the remaining challenges for each OA and using lessons learns to tackle them effectively.

2 Current Position – Summary of progress to date

2.1 The OA has invested in the development of the Early Years strategy which was published in September 2020. It has created a renewed impetus and focus on the importance of Early Years which we believe will achieve improved outcomes, a reduction in inequalities and a platform for sustainable system change after the OA. Oldham has seen steady increases in the percentage of pupils achieving a good level of development from 63.6% in the 2016-2017 baseline year (second lowest in England) to 68.1% in 2018-19. There was a 5.2 percentage point increase from the baseline year 2016-2017 to 2018-2019 for disadvantaged children, against 4.4 percentage point increase for non-disadvantaged.

2.2 This progress was underpinned by OA supported programmes such as Making it Real, an award-winning programme that works with parents and practitioners to support children's early literacy and development. By 2018-19, the target wards in Oldham had seen an average increase of 6.7ppts in the percentage of children achieving a good level of development from the 2016-17 baseline.

2.3 Alongside this, 85% of primary schools and Early Years settings in Oldham (153 sites) now have Language Champions, trained by the OA-funded Speech, Language and Communication (SLC) team, meaning that the Oldham workforce are more confident in supporting SLC needs and are able to demonstrate improved practice. COVID-19 and its impact on the education sector has put at risk these gain: significantly less children are on track to achieve a good level of development (GLD) in 2021, compared to at the same point last year. This underpins the need to maintain funding levels in this area to aid recovery and to continue to improve children's outcomes.

2.4 Oldham Learning is the system-led school improvement body, set up through the OA during years 3 and 4 in partnership with Oldham Council. It is led by local school system leaders and supported by Oldham Council, the OA, the Regional Schools Commissioner's

office and local dioceses. All the schools in Oldham are members and this important partnership will deliver sustainability in both system and behaviour change. During year 4, Oldham Learning has been the delivery mechanism for carrying forward or introducing OA interventions in: English/literacy; mathematics; digital learning; teacher development; curriculum leadership, and system leadership.

2.5 One area where progress has been marked is in the development of teaching staff in systematic synthetic phonics: in 2018, Oldham's phonics performance was the second lowest in the country, with 77% of children achieving the expected standard at the end of year 1 compared to 82% nationally. Following an investment in training and implementation in a targeted group of schools, 2019 data showed that Oldham's phonics performance improved to 79%, with outcomes for FSM children in Oldham outperforming the national figures.

2.6 We will continue to deliver programmes through Oldham Learning in year 5, underpinned by a shared needs analysis and capitalising on the strong system engagement. We are tapering our financial support in year 5, as part of a planned approach to moving Oldham Learning into a self-sustaining model, post-OA.

2.7 Progress in supporting the emotional health and mental wellbeing has also been substantial, with 99% of Oldham schools having a named Mental Health lead and 86% of Oldham schools having introduced mental health plans. Where pupils require mental health support which goes beyond universal provision but does not meet service thresholds for CAMHS, schools are now sourcing additional mental health support through the Brokerage Service, with 70% of Oldham schools utilising this approach to date. The OA has also invested in support to education staff (including senior leaders) through the Staff Supervision project, which has been further extended in response to the pandemic.

2.8 We have also delivered additional activity in year 4 which has been developed in response to the local needs arising from the pandemic. We are enhancing the Holiday Activities and Food funding by supporting the development of a sustainable model to improve delivery in the future and extend the offer to Early Years and Post 16 helping to tackle the impact of food poverty on educational outcomes. We have also funded activity to support those leaving secondary education in summer 2021, through careers and work experience within the health sector (in partnership with the Northern Care Alliance and Royal Oldham Hospital), plus programmes in entrepreneurship, digital skills and readiness for employment.

3 Options/Alternatives

3.1 Option 1: Approve the receipt of the OA Grant for year 5 by members noting and endorsing the spending priorities, and targets identified in the OA Year 5 Plan. The OA will continue to work in partnership with Oldham Council to strengthen the education system with a focus on improving outcomes for the most disadvantaged pupils. It will build on previous successes, share lessons learnt, investing at a project level and to promote strategic change by supporting the Early Years Partnership Strategy and Oldham's Education Recovery Priorities.

3.2 Option 2: Do nothing. The OA programme will cease at the end of August 2021. This will result in reduced funding to improve educational programmes across Early Years, Oldham Learning, Mental Health, the Youth Ambassador programme and Post 16.

4 Preferred Option

4.1 Option 1:

- Members confirm the passporting of Opportunity Area grant received by the Council up to the value of £1.339m for the Year 5 programme and a supplementary grant of up to an additional £300,000 for the Early Identification of Autism project
- Endorse the spending priorities, and targets identified in the Opportunity Area Year 5 Plan for planned expenditure of up to a total of £1.639m.
- Authority to make all spending decisions relating to the Opportunity Area (including key decisions) be delegated to the Director of Education, Skills and Early Years, after consultation with the Cabinet Member for Education and Skills and the Director of Finance.
- Authority be delegated to the Director of Education, Skills and Early years to award contracts stemming from a compliant procurement process and authority be delegated to the Director of Legal Services to sign/seal such contracts and any necessary incidental and/or ancillary documents.

5 Consultation

5.1 The year 5 plan was developed through consultation with the Oldham OA Partnership Board over a series of sessions focusing on an assessment of need and the impact of the programme to date. Activities under the agreed priorities were then developed in consultation with Oldham Council Officers.

6 Financial Implications

6.1 Oldham Opportunity Area (OA) has received £7.787m in funding from DfE in years 1-4 of the Programme. It has also received £2.481m additional investment in national programmes such as Essential Life Skills.

6.2 The Year 5 Opportunity Area grant of £1.339m is awarded as an unringfenced grant in line with the previous 4 rounds. The Council has however, chosen to passport the grant for the four previous rounds in full and that practice will be sustained for the Year 5 grant. The grant received will therefore be allocated to the Education, Skills and Early Years Directorate and more specifically to Opportunity Area schemes, as set out in Appendix 1.

6.3 Although unringfenced, there is a requirement for the Council to use the grant to ensure that the lessons learned from the wider programme are applied to the Year 5 initiatives. The allocation of grant has been determined based on the needs identified within the updated delivery plan and includes an allocation of:

- £0.095m for work on twinning; and
- £0.080m to support work that will develop new projects in collaboration with other Government departments.

6.4 In addition to the £1.339m Opportunity Area grant, the Council has been awarded an additional sum of £0.300m for the Early Identification of Autism project and this therefore brings total planned expenditure to £1.639m.

6.5 In order to deliver the planned programme, some of the grant resource may be spent directly by the DfE rather than the Council. Therefore, although Oldham will benefit from the full £1.639m, the Council will receive grant net of expenditure directly incurred by the DfE.

6.6 At 31 March 2021 there was a balance of £1.093m of the year 4 funding allocation remaining unspent, which has been carried forward into 2021/22. This is fully committed and will be spent within the required timescale of 31 August 2021. As the Year 5 funding spans two financial years, any resources that are not used at the end of March 2022, will be rolled forward in a reserve for use in 2022/23.

6.7 It is currently expected that all Opportunity Area related expenditure will be met from the grant available and there will be no call on the Council's general fund resources.

6.8 Specific initiatives will be reported in line with Council procedures as they are developed.

(Vicki Hayes)

7 **Legal Services Comments**

7.1 The contents of this report are noted. It is understood that individual delegated reports will be prepared and agreed for every contractual arrangement to be entered into using the grant monies received. It is also understood that the identity of successful providers is not currently known at this moment in time but will be appointed via fully compliant procurement processes. Contractual documentation will be required for every arrangement to be entered into by the Council with any successful provider. Legal is currently waiting to be instructed by the Opportunity Area Team around historic documentation in place relating to the Opportunity Area. Sukie Kaur

8. **Co-operative Agenda**

8.1 The extension of the Opportunity Area funding will enable further capacity and skill-building within the teaching and Early Years professions and support the continued development of a holistic approach - one which engages a range of organisations and actors influencing social mobility, including parents and Oldham's thriving third sector. In this respect the proposals align with and take forward Oldham's Co-operative agenda. (Jonathan Downs – Corporate Policy Lead).

9 **Human Resources Comments**

9.1 The extension to these arrangements could have implications on the contractual status of employees that are engaged specifically on this programme of work. Human Resources will work with the Programme Director and Service Leads from Education and Early Years to determine any impacts and these will be managed in line with the appropriate policies and procedures.

Emma Gilmartin, Strategic HR Business Partner

10 **Risk Assessments**

10.1 Early engagement should be made with procurement to ensure that the Contract Procedure Rules are followed to minimise any risks around contract management.

There are risks that the priorities may require further resource than the £1.339 million grant provided as there is already an additional £300k identified for the Early Identification of Autism project. The costs will need to be monitored. Vicki Gallacher

11 **IT Implications**

11.1 None

12 **Property Implications**

12.1 None

13 **Procurement Implications**

13.1 Commercial Procurement Unit accepts the rationale to Procure Services compliantly. The commercial procurement also recommends the following actions:

a. A clear KPI's must be agreed with the provider and the commissioning team manages and monitors KPI's.

b. A contract variation document must be agreed and includes full financial information such as rates we pay i.e. per hourly or daily; not just the financial envelope.

c. Set up a working group involving Procurement team to develop Specifications.

d. Ensure appropriate consultation is undertaken at pre-procurement stage with the provider market. (Mohammad Sharif 15.06.2021)

14 **Environmental and Health & Safety Implications**

14.1 None

15 **Equality, community cohesion and crime implications**

15.1 None

16 **Implications for Children and Young People**

16.1 The OA Programme will directly benefit children and young people with a specific focus on those with greatest disadvantage.

17 **Equality Impact Assessment Completed?**

17.1 No

18 **Key Decision**

18.1 Yes

19 **Key Decision Reference**

19.1 KDD reference ED-04-21

20 **Background Papers**

20.1 None

21 **Appendices**

21.1 Opportunity Area Year 5 Delivery Plan – Overview

Oldham Opportunity Area Y5 DELIVERY PLAN – Spending priorities and targets overview

Theme	Proposed Activity and Objectives
Early Years	**Consolidation of the focus on home learning and providing more direct support for parents.** Helping parents improve their home learning environment by developing a wide range of low cost and no cost local activities such as the Bradford 50 things to do before you're 5.This universal offer will align with the Oldham Strategy for Early Years – Priority 2: Improve children's health & development outcomes for babies, young children. Extending the Making it REAL home learning programme across the most disadvantaged wards. Whilst other supports such as mobile apps are helpful at a universal level/population level, the face-to-face link, existing relationships and trust mean that schools / settings / children's centres themselves in Oldham are well placed to support parents who need more support. Project 1: MIR Nursery Project Project 2: Play, grow and learn through Making it Real delivered through HomeStart Project 3: Making it REAL – Legacy and Networking.
	Early language & literacy development Delivery of a targeted Early Reading programme – focusing on the 30 schools who had low outcomes in reading in the Autumn 2020 term. Continuing to support Communication Champions drive forward practice in their settings around Speech, Language and Communication (SLC) through the Early Years Better Communication team.
	Increasing our focus on working with early years practitioners in settings and schools to support children's social and emotional development & mental wellbeing. Building on the work already started with the introduction of the Ferre Leavers - emotional well-being and involvement scales. Extending the use of the Solihull Approach beyond Right Start practitioners to increase emotional health and well-being through both practitioners and parents. This will be through a workforce development programme across the child and family workforce.
School standards and wellbeing	**Embed Oldham Learning as the model for school improvement.** We will support Oldham Learning to be the model of a sector-led approach to enable improved outcomes for children and young people in Oldham. Working closely with Oldham Learning and Oldham Council, we will support recovery for children and schools post-pandemic, and sustain and further develop improvements in outcomes, working collaboratively to support the system to give Oldham's children and young people a high-quality education and the best start in life. Oldham Learning's priorities for 2021/2022: • Teacher recruitment, retention, and development • System Leadership • Curriculum Leadership • English/Literacy and Mathematics

Theme	Proposed Activity and Objectives
	• Digital Learning OA Year 5 activity will focus in two areas: • supporting Oldham Learning to become a system-led sustainable body which supports education improvement. • improving outcomes for children and young people through further investment in the development of education professionals
	Focus on Emotional Health and Wellbeing Continue to support the Emotional Health and Wellbeing Team to support schools implement the Wellbeing for Education Return national offer and providing training and guidance to address the needs identified through the most recent self-assessment (due for completion at the end of March 2021). A continuation of the Brokerage Service. As a result of Covid-19, there are likely to be newly presented needs and differing pupils than previously.
Beyond the school gate activity	**Evolving our Youth Voice activity** • Build on the previous work of the Youth ambassadors by delivering a fully accredited creative leadership programme for young people. • Provide young people with opportunities to explore their beliefs, ideas and issues that are important to them • Enable young people to develop their voice, influence and place in society.
	Increasing our focus on post 16 and in particular, supporting transition for Y11 pupils to access Education, Employment and Training A programme to support Y11s with a flexible, accessible bridging curriculum through AQAs that support development of emotional maturity and offers access to a broad range of development opportunities.
Activities in development for year 5	**Other Government Department (OGD) Initiatives to support work that will develop new projects in collaboration with other government departments.** Oldham is seeking funding to deliver a project in partnership with DWP, piloting wraparound coaching/mentoring support for young people categorised as NEET who are in receipt of Universal Credit.
	Twinning to ensure that the lessons we have learned, and the successful projects delivered in Opportunity Areas, are utilised to support other 'left behind' areas. Further develop twinning opportunities with Tameside, with an initial focus on digital learning and Emotional Health and Mental Wellbeing. Introducing the early identification of Autism programme into Oldham. This programme will be developed in partnership with Bradford OA who have previously run the programme and a working group from Oldham Council.

Report to CABINET

Title: To authorise an extension to Day care services delivered by Age UK for the period of 1st July 21 to 30th June 2022

Portfolio Holder:
Cllr Zahid Chauhan, Lead Member for Health & Social Care

Officer Contact: Mark Warren, Managing Director Health & Adult Social Care Community Services

Report Author: Neil Clough, Commissioning Manager
Ext. 07872 156585

26th July 2021

Reason for Decision
To authorise an extension to the day services contract provided by Age UK Oldham.

Executive Summary

I refer you to the restricted agenda.

On 1st July 2019 the day care services contract was renewed with Age UK Oldham. The term of the contract was extended to 30th June 2021, with the option to extend for one additional year to 30th June 2022.

There is scope to extend the existing service for an additional 12 months to 30th June 2022. The report is seeking authority to exercise this extension.

Recommendations

To authorise an extension of the day care services contract delivered by Age UK Oldham for the period of 1st July 2021 to 30th June 2022.

Cabinet 26th July
KDD Reference HSC -02 - 21
To authorise an extension to Day care services delivered by Age UK for the period of 1st July 21 to 30th June 2022.

1. Background

I refer you to the restricted agenda.

2. Current Position

I refer you to the restricted agenda.

3. Options/Alternatives

I refer you to the restricted agenda.

4. Consultation

Aside from dialogue with the existing provider, consultation has not taken place as this is a contract extension that is proposed at this stage.

5. Financial Implications

I refer you to the restricted agenda.

6. Legal Services Comments

I refer you to the restricted agenda.

7. Co-operative Agenda

This action supports the continuation of the current model of day care delivery and supports the ongoing relationship that Age UK Oldham, as a respected and strategic local partner, has developed with the community of Oldham. Age UK Oldham were proactive in redefining their local offer throughout 2020 as the Covid 19 pandemic emerged and have continued to provide valued and relevant services to local residents.

8. Human Resources Comments

N/A

9. Risk Assessments

N/A

10. **IT Implications**

N/A

11. **Property Implications**

N/A

12. **Procurement Implications**

I refer you to the restricted agenda.

13. **Environmental and Health & Safety Implications**

As a national provider, Age UK are compliant with all environmental, health and safety requirements. Such compliances are addressed through routine contract monitoring as well as by Age UK nationally when assessing local services.

14. **Equality, community cohesion and crime implications**

I refer you to the restricted agenda.

15. **Implications for Children and Young People**

N/A

16. **Equality Impact Assessment Completed?**

N/A

18. **Key Decision**

Yes

19. **Key Decision Reference**

HSC-02-21

20. **Background Papers**

20.1 There are no background papers, the detail is contained in the report at the appendices.

Appendices

I refer you to the restricted agenda.

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